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2019 CITY of WICHITA PARKING & MULTIMODAL PLAN

ACKNOWLEDGEMENTS

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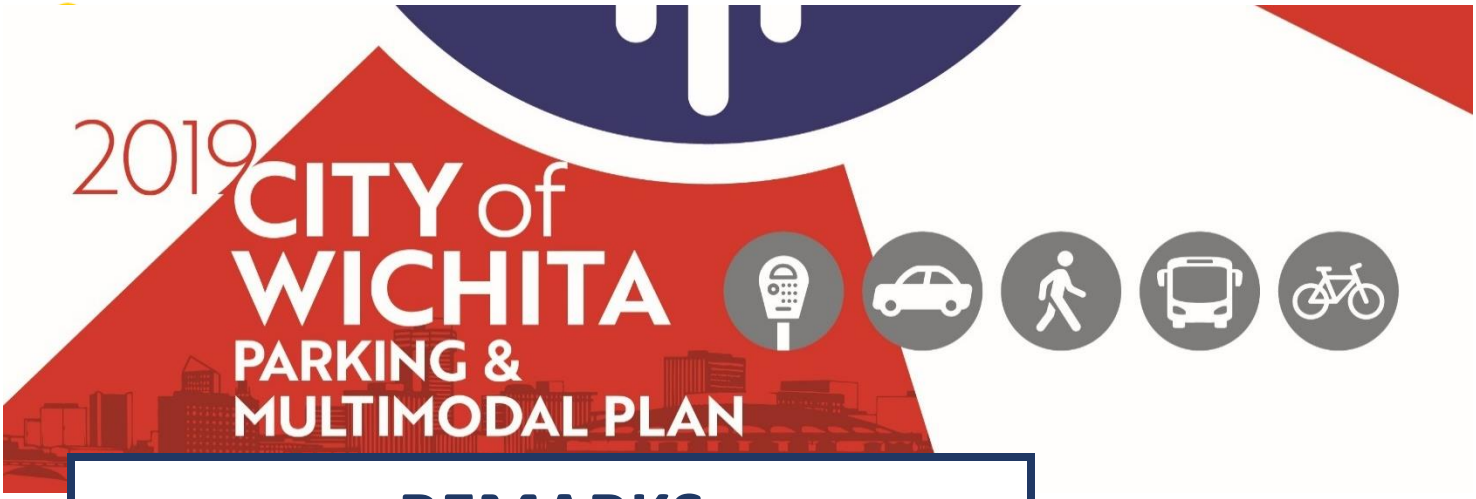
Meeting Locations

Special thanks to the organizations and businesses that provided meeting space to allow the planning team to meet with members of the public and various stakeholder groups:

City of Wichita City Hall
Wichita Art Museum
Aero Plains Brewing
Marketplace Properties
Wichita Transit
Downtown Wichita
The Workroom
Reverie Coffee Roasters

Table of Contents



REMARKS

A NOTE ABOUT COVID-19 AND ITS IMPACT ON THIS STUDY

Data and information used in the analysis to project parking demand as well as inform parking management objectives, strategies and policy were collected prior to COVID-19 and therefore are representative of pre pandemic parking, mobility and transit usage. While the impacts of COVID have decreased parking, mobility and transit usage in Wichita, the parking management objectives, strategies and policy remain relevant and should be considered for implementation as the City is able. The slowing in parking and transit demand during this pandemic period should be an opportunity for the City to plan for the implementation of the recommended strategies. Using this time to effectively prepare for the rebound will make the parking and transit system more reliable, customer friendly and better managed.

Additional development being planned for and that has occurred over the duration of the study also impacts the future need for parking. In some cases, parking being planned for by private development is a reaction to the need for parking in some areas of the City. In other cases, parking is planned to be provided by the City in response to new demand corridors in the City. This is an ever-evolving area that needs to be evaluated periodically as densification occurs.

2019 CITY of WICHITA PARKING & MULTIMODAL PLAN

INTRODUCTION

INTRODUCTION

The *2019 City of Wichita Parking and Multimodal Plan* (the Plan) is a guide for how the City can help achieve community goals by improving conditions for parking and access over the next five to ten years. Prior to and during the planning process, Wichita residents, business owners, and stakeholders have indicated a desire to improve parking and access conditions. This Plan address these issues and other priorities raised by the community.

WHAT IS MULTIMODAL?

The Plan uses the term "multimodal" to describe the range of transportation options available to the community including driving, walking, bicycling, ride share, carpool, buses, shuttles, and scooters. By focusing on parking and multimodal solutions, this Plan stresses the importance of providing for a range of options as part of an efficient and interconnected transportation system.

This Plan uses the term "multimodal" to describe the range of transportation options available to the community including driving, walking, bicycling, ride share, carpool, buses, shuttles, electric scooters, and the Q Line.

Most trips rely on multiple travel modes. For example, driving to a business also includes walking to and from the parking lot (or perhaps using a wheelchair for ADA patrons); the overall experience can vary greatly depending on the quality and experience of each mode. An integrated approach to providing for access improves the experience for all users and allows consumers to choose the best alternatives based on price, availability, enjoyment, and convenience. Maintaining appropriate multimodal systems, along with effective management, will allow the community to add population, grow the local economy, and support development without over- or under-supplying resources.

THE IMPORTANCE OF PARKING

Parking is important to our community because it allows for relatively direct vehicular access to residences, businesses, and other destinations. Roughly 91% of American households own at least one vehicle. Therefore, parking is likely to remain a large part of our urban infrastructure for the foreseeable future.

Parking requires a significant investment of capital and land resources. The typical parking stall, including drive aisles occupies roughly 300 - 400 square feet, often a greater amount of area than the equivalent building square footage it is

designed to serve. Therefore, providing excess public parking can come at the expense of other priorities, such as other types of investment and/or the opportunity cost of different types of development - including housing and services. Additionally, studies show that the cost of supplying too much parking has several negative impacts including decreased building densities, less walkable environments, lower property tax values, and an increase in water runoff, flooding risks, and radiated heat.

For this reason, an effective Parking and Multimodal Plan must strike the right balance between providing too much or too little infrastructure for parking and alternatives should be considered. Multimodal systems, with a variety of choices, have proven to be the most efficient and effective means to move people to, within, and between neighborhoods.

THE ROLE OF PARKING MANAGEMENT

Because parking is a limited resource, with ongoing costs for operations and maintenance, it is important to manage public parking effectively using a variety of tools. These tools may include time limits, paid parking, signage, permit programs, and enforcement. Effective parking management often achieves the following goals:

- Allows people to find convenient parking spaces
- Reduces congestion
- Helps accommodate new developments and growth, and
- Enables consumer choice

PLAN DOCUMENT PRODUCTS

Community input has shown that it is important for this Plan is to address both supply and policy issues; and ensure that the public sees tangible improvements in the way that parking and multimodal options are supplied, accessed, paid for, and managed throughout the community. Rather than just generate a new list of best practices to consider, this project is committed to providing the following products.

A key objective of this Plan is to address both supply and policy issues and ensure that the public sees tangible improvements in the way that parking and multimodal options are supplied, accessed, paid for, and managed throughout the community.

- **Measurable Results:** The Plan will engage the community directly with the result being an improvement to public perception scores with the downtown public parking system.
- **Balanced Approach to Multi-Modal Access:** The Plan will embrace changes in technology and driving behaviors and seek to promote integration with all manner of access; at the same time, the Plan was balanced and sensitive to community needs in its approach to parking planning and infrastructure recommendations.
- **Citywide Application:** The Plan will look beyond just the downtown core and provide the city a set of tools to better analyze, set decision making parameters, and implement solutions for a range of neighborhoods.
- **Direct Answers:** The Plan will address questions posed by the city and stakeholders in a direct fashion and identify policies and practices that are most appropriate for Wichita.
- **Focus on Implementation:** The Plan will create a clear road map for implementing all recommendations.
- **Approval:** The Plan will seek final approval by City Council.

ORGANIZATION OF THE DOCUMENT

The Plan is organized in a fashion to allow the reader to move quickly between the problem and the recommended solutions, which are outlined in the chapter entitled "Strategies and Actions." Much of the discussion on the process used to arrive at these strategies (including community input, data collection, analysis, and best practices) is presented toward the end of the Plan and in the Appendices.

The first few chapters of the Plan are intended to generally introduce the major issues to be addressed and then provide the key strategies and actions recommended in order to achieve the Plan's vision:

- Introduction
- Existing Conditions
- Vision Statement
- Strategies and Actions

The next few chapters of the Plan contain additional details on the process, the feedback received from the community, and a more in-depth discussion of the data and analysis that went into the recommended Strategies and Actions:

- Plan Process
- Data Collection and Analysis
- Appendices: including meeting notes and supporting materials

2019 CITY of WICHITA PARKING & MULTIMODAL PLAN

EXISTING CONDITIONS

BACKGROUND AND EXISTING MANAGEMENT

BACKGROUND - PARKING

Parking meters were first installed in downtown Wichita in the mid- to late-1940's. At that time, downtown Wichita was a vibrant destination for area residents, anchored by corporate headquarters and several prominent department stores. On-street metered parking helped to ensure turnover and open parking spaces along Douglas Avenue and several of the other major streets. In addition to driving, walking and transit were popular ways to get around.

During the 1980s – 2000s Wichita saw a decrease of activity and investment in the downtown core. With less activity parking demand also decreased. At the same time, as activities spread throughout Wichita, the percent of trips made by motor vehicle increased relative to other modes.

In the last 10-15 years, there has been substantial effort to re-invest in the downtown, and in downtown-adjacent neighborhoods such as Delano and the Douglas Design District. These projects and trends have resulted in increased vibrancy, population density, and employment density. The increased activity has also increased parking demand. At the same time, the City has responded to citizen desires increased and improved transportation options by improving transit services, adding bicycle facilities, and enhancing the environment for walking. In addition, new forms of transportation have recently emerged in Wichita with shared micro-mobility systems like bike share and scooter share.

***Above**: Wichita, KS in 1952 (www.hemmings.com; Daniel Strohl)*

***Below:** Similar view along S. Broadway today (www.google.com/maps)*

BACKGROUND – MULTI-MODAL

Bicycling, walking and transit have been important parts of Wichita's transportation systems since Wichita's founding. In the last 10-15 years the Wichita residents and stakeholders have expressed interest in seeing improvements to make all modes easier, safer, and more convenient. In order to help address those desires, the City of Wichita has undertaken city-wide civic planning initiatives for walking, bicycling, transit, and routine accommodations / complete streets. These plans have identified community goals and include recommendations for actions for improvements to help accomplish those goals.

Multi-modal transportation makes a small percentage of overall trips. However, Wichita has made significant improvements and the number of multi-modal trips have increased substantially. Transit trips have increased with new partnerships for Wichita State University students, USD 259 students, and veterans. Both bicycling and walking trips have also increased, with the WAMPO annual point in time counts showing increases of more than 50 percent since 2012.

EXISTING SYSTEM MANAGEMENT AND COORDINATION

Organization

For many years, the oversight of public parking was managed by multiple City departments and with limited resources. This often resulted in negative consequences and an overall lack of an integrated approach to parking and transportation.

In 2017, the City created the Parking and Multimodal Division to merge various roles and responsibilities as well as consolidate financial and operational oversight of select City-managed parking facilities (6,000 parking spaces) and operations. In 2019, the Division was moved to the Wichita Transit Department (renamed the Wichita Transportation Department in 2020). The Transportation Department is responsible for:

- providing transit service;
- managing the City's Parking Fund assets,
- overseeing the City's bike share system;
- overseeing the City's scooter program; and
- coordinating, integrating, and planning multiple modes of transportation to support community goals.

The Transportation Department is responsible for management of roughly 6,000 downtown parking spaces (listed below). A third-party contractor (The Car Park) has been hired by the City to oversee the operations and enforcement of City pay lots and garages, as well as arena/event parking and parking meter collections.

- 3,000 public surface lot spaces,
- 2,400 garage spaces, and
- 484 meters

Enforcement

Prior to 2017, parking enforcement and customer service was handled by four Parking Ambassadors in the Wichita Police Department (WPD). In 2018, the City moved the Parking Ambassador positions to the City Manager's Office. In 2019, the parking and multi-modal functions were consolidated with transit to form the Transportation Department. The City of Wichita 2020 budget includes funding for two Parking Ambassador Positions, one of which is currently vacant.

Finances

The parking assets managed by the Transportation Department are generally contained within the Parking and Multi-Modal Fund, a Special Revenue Fund of the City. The fund collects revenues from City-owned parking lots, garages, and meters. The fund expenditures offset costs for maintenance, operations, management, debt service, and multi-modal transportation functions. In addition, the fund is also reimbursed by the City's General Fund for City parking enforcement expenses. As a Special Revenue fun, the Parking Fund can receive City General Fund support and has support for capital expenditures.

Currently, it is unclear how much money is currently being spent on parking facility repairs and preventative maintenance. Some routine maintenance items and repairs are handled by the Car Park on behalf of the City's Parking Fund. However, other larger projects are currently funded out of the City's Capital Improvement Funds, which also funds many other projects besides just parking facilities.

Currently, the Parking Fund revenues can generally cover basic operations, but are insufficient to address all multimodal priorities; substantial maintenance projects; and/or to make significant improvements. Other plans and studies have identified the need for additional investment in much of Wichita's aging infrastructure, including: roads, pedestrian infrastructure, and civic venues. Parking facilities is just one among many maintenance priorities and may remain underfunded without a more clearly defined process for paying for long term maintenance.

Parking structures and surface lots which are subjected to deferred maintenance due to underfunding can experience exponential increases in repair and maintenance costs. In general, best practices and historical data indicate that the city should be budgeting roughly $130 to $180 per stall for structured and surface parking assets for annual maintenance (excluding repairs due to deferred maintenance of parking structures). These costs include routine maintenance such as:

- Repair of minor issues such as a leaking joint, isolated spalls or other similar, limited repairs;
- Cleaning/clearing drain lines;
- Replacing damaged/failed light fixtures;
- Performing periodic cleaning and annual wash-downs of the decks;
- Resurfacing / restriping of parking lots; and
- Repairing potholes, curbs, and landscaping islands where needed.

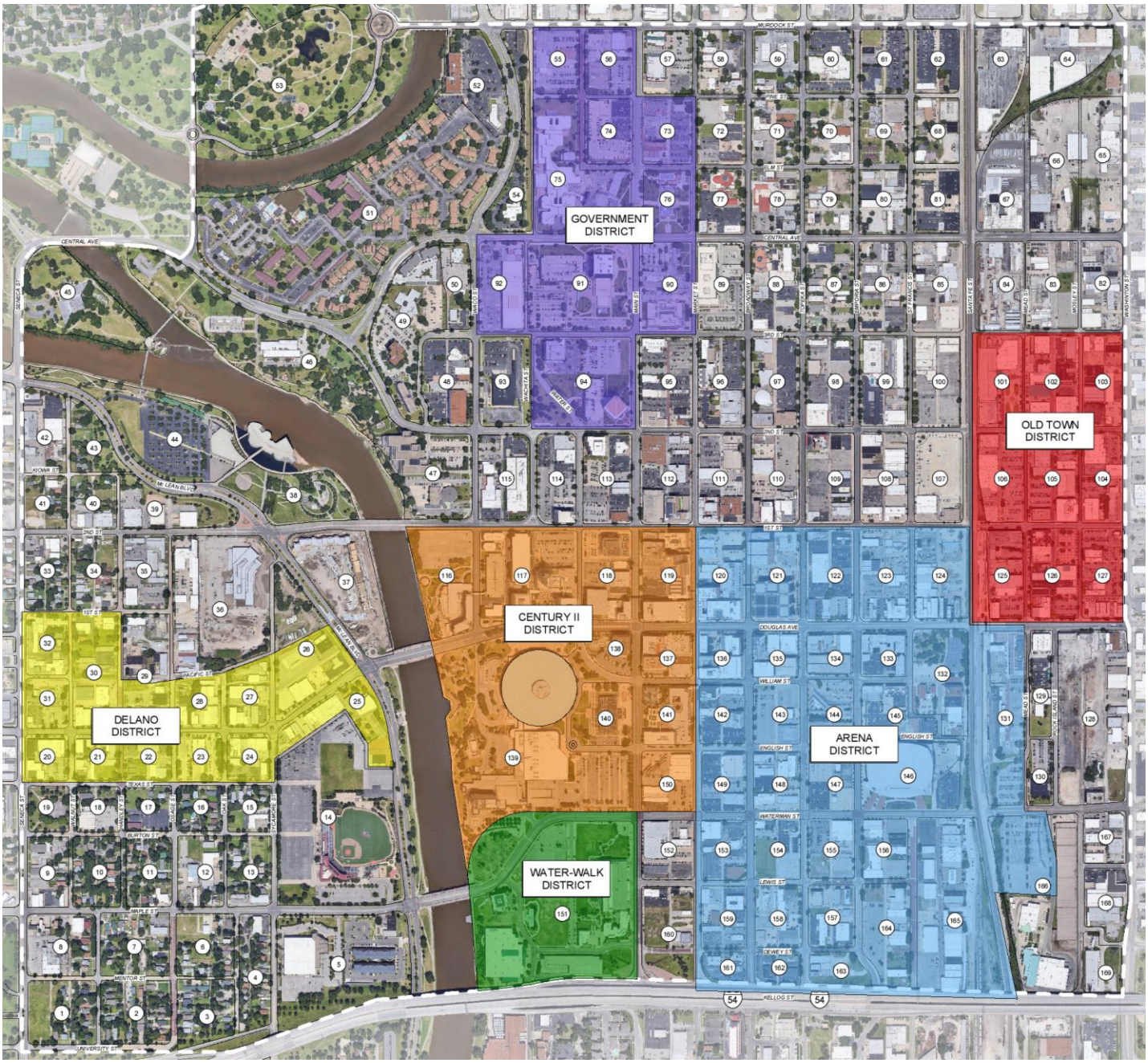
In addition to routine maintenance, repairs must be implemented in a timely manner. If maintenance/repairs are deferred, the rate of accelerated deterioration and costs for repair increase exponentially. However, proactive maintenance, implemented through a structured repair program can reset the deterioration curve, reduce costs, and extend the service life of the assets.

PARKING UTILIZATION

The first phase of the Plan started with a robust data collection effort to document the location, condition, and inventory of public and private parking resources within the downtown core and adjacent neighborhoods such as Delano and the government district. Parking usage statistics were collected in summer of 2018. The narrative below highlights several key findings from this analysis. A more complete discussion of parking utilization can be found in later sections of the Plan.

THE STUDY AREA

Though the Plan contains strategies for the entire community, data collection efforts were focused primarily on downtown and surrounding neighborhoods where most of the public lots, garages, and managed on-street parking resources are located. The Study Area includes roughly 169 blocks which is similar to the study areas used in two prior parking studies (completed in 2007 and 2009). The data collected in 2018 was compared to historical trends from the two prior studies.



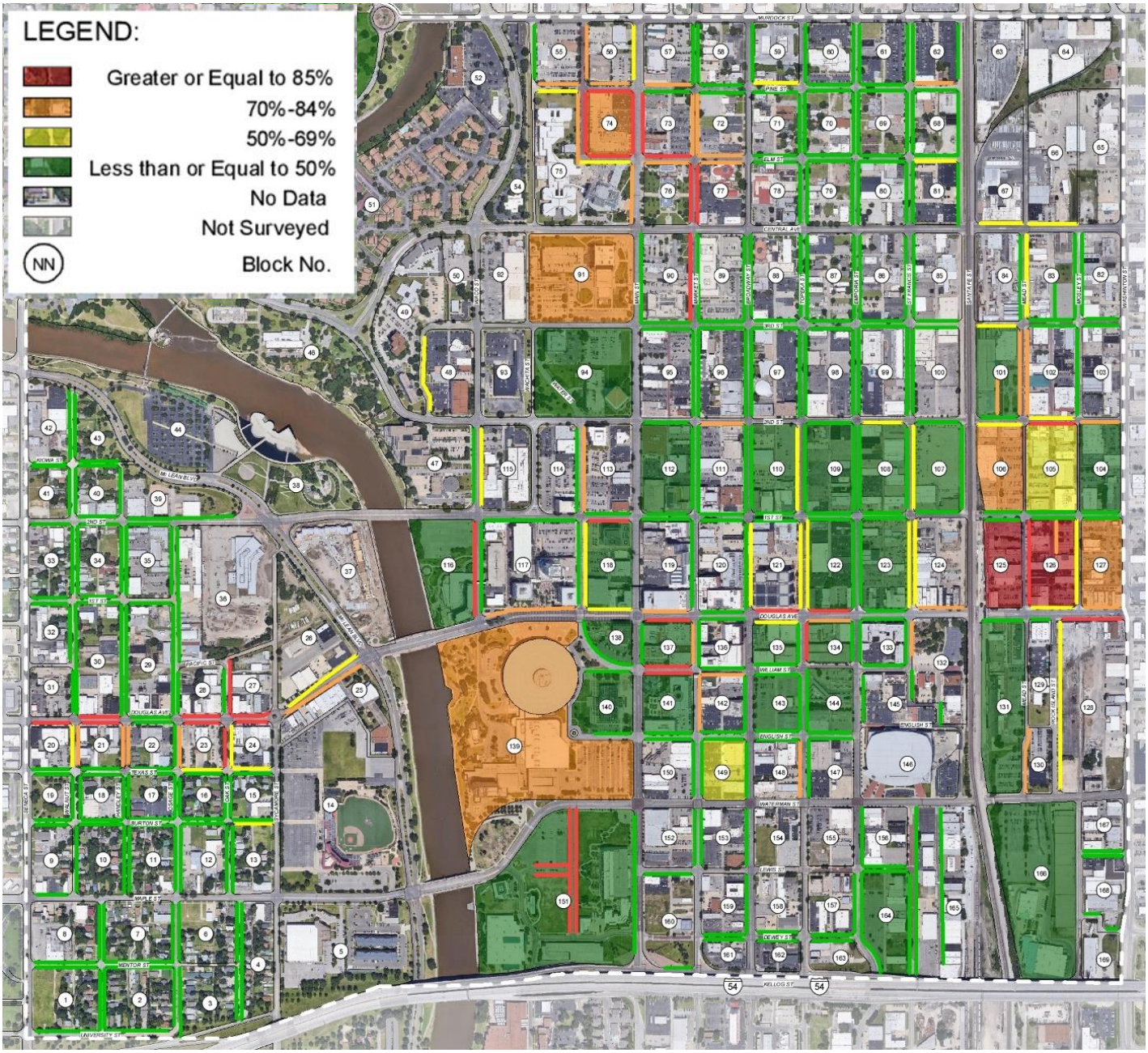
Both public and private parking inventory and occupancy statistics were collected on Tuesday, June 12 through Saturday, June 16, 2018. **Peak (non-event) usage for the study area was observed on the weekday at 10 am.** Additional analysis of the peak and off-peak utilization statistics can be found in the appendix of this report.

PUBLIC PARKING

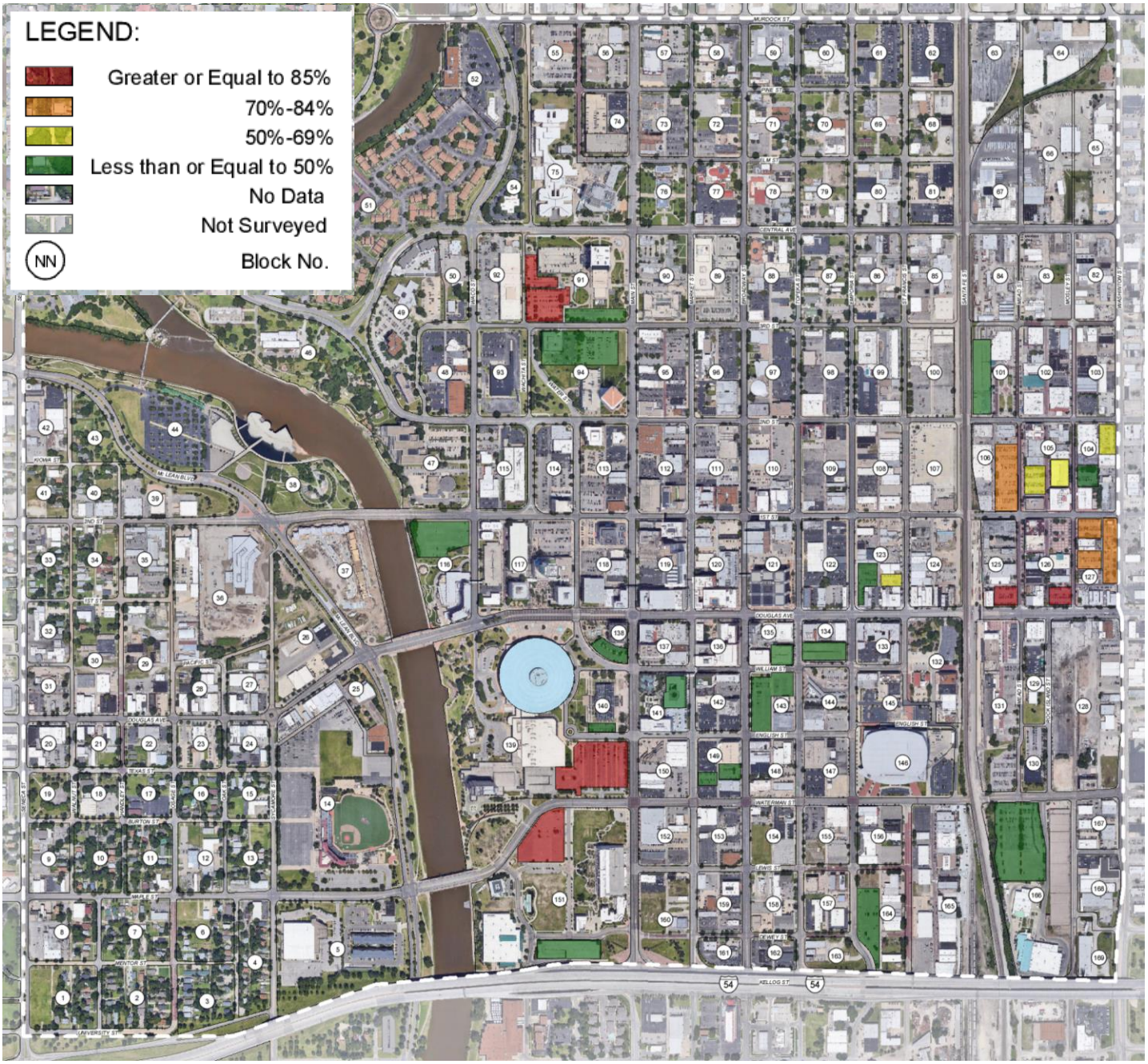
For the purposes of this study, public parking is defined as all on-street stalls, lots, and garages operated by the City Parking Fund and private facilities that offer pay parking (hourly and monthly) to the general public.

The City's Parking Fund operates about 2/3 of the overall public inventory including lots and garages throughout the downtown core. These facilities are shown below along with the weekday peak hour utilization statistics, occurring at 10 am, based on observed occupancies. The map shows the percentage of spaces occupied at a certain peak hour. Facilities that exceed 85% occupied are generally considered to be "full," as some cushion of spaces is recommended by industry best practices to allow for proper circulation within the system.

Public Parking Occupancies by Block (Weekday)



Public Parking Occupancies for Parking Fund Facilities (Weekday)



Zone by zone analysis of the public parking utilization statistics can be found in the Appendix. Conclusions to note here include:

- During the weekday, public parking resources located within the study area are typically sufficient to accommodate the peak hour demand. The peak hours occur at 10 am on a weekday, based on the parking surveys collected for this study.

- A few areas experience localized deficits of parking during the weekday daytime including select block faces in the Government District, Delano, and both on- and off-street resources within Old Town.
- Weekend occupancy statistics were collected for select areas that have a higher presence of restaurant and retail activity. Peak occupancies for Delano and Old Town were observed on Saturday evening between 7 pm and 10 pm.
- There are a few areas of higher demand on Saturday evenings, with localized shortages occurring along certain block faces in Delano and within Old Town. Parking supplies serving both districts are generally sufficient on most weekends but can achieve heavier utilization with larger events at the Arena and/or Century II.

PARKING OCCUPANCY CONCLUSIONS

Weekday and weekend utilization statistics are summarized below, based on the observed peak hour.

(Weekday) Type of Parking	Supply	Demand	Percent Occupied
Public Off-Street	8,436	3,492	41%
On-Street	4,352	1,460	34%
Totals	12,788	4,952	39%

(Weekend) Type of Parking	Supply	Demand	Percent Occupied
Public Off-Street	4,202	923	22%
On-Street	2,110	758	36%
Totals	6,312	1,681	27%

In total, the Wichita public parking system has enough capacity to address peak hour needs on both the weekday and weekend, though not all parking spaces are equally convenient to the highest demand generators. The tables above show the overall utilization rates for the facilities included on the weekday and weekend with a Weekday Utilization of 39% and a Weekend Utilization of 27%

Localized shortages occur for several blocks within Delano and Old Town, though each district had parking available overall. Demand imbalances may need to be addressed through policy, pricing, and/or infrastructure. An important initial goal of the City should be to rebalance parking utilization so that convenient on-street spaces (and highly visible surface lots) are available to visitors, while employees and residents are accommodated in underutilized parking garages.

The community should be made aware of the costs and tradeoffs associated with maintaining an abundance of public parking, which may remain underutilized for a significant portion of time. Some of the public outreach related to this Plan has introduced this concept, though ongoing education should be made a part of future public outreach efforts as well.

PUBLIC INPUT

Wichita residents and stakeholders have indicated a desire for improvements related to parking, bicycling, walking, and transit through multiple surveys and plans. The annual National Citizen Survey (NCS) is generally undertaken every two years, indicating the level of satisfaction with city services and systems. The survey also indicates how the Wichita responses compare to other communities by comparing the Wichita results to a multi-city benchmark. Below are results since 2014.

Percent of Wichita survey respondents rating "good" or "excellent"	2014	2016	2018	2018 Comparison to Multi-City Benchmark
Ease of Walking	44%	51%	46%	Lower
Travel by Bicycle	28%	34%	40%	Similar
Public Parking	44%	44%	55%	Lower
Travel by Public Transportation	21%	21%	22%	Similar

In addition to the city-wide perspective - several neighborhoods and districts may have specific issues with parking shortages and/or policy concerns.

In general, this Plan has used the public input process to first identify the issues that the community see as the largest concerns with the parking and access systems. Secondly, the public input process was used to vet possible solutions such as the community's willingness to adopt new technologies.

PROCESS AND OPPORTUNITIES

Over the process of developing this Plan, Wichita residents and stakeholders provided input about parking in multiple ways:

- Six focus group meetings were held in various neighborhoods including Old Town, Delano, the Douglas Design District, and the downtown core
- A Plan Steering Committee was appointed made up of community and City Council representatives; six meetings and workshops were conducted with this group
- Six meetings were conducted with the Technical Advisory Committee including four in-depth work sessions
- Findings were presented a two open house events
- An online public survey was used for broader community feedback; roughly 900 responses were received.

More information on the public input and community engagement process is provided in the Appendix section of the Plan. In general, several common themes emerged from the process.

KEY THEMES

There are many priorities for the Plan, some of which varied by neighborhood or by stakeholder group. On a whole, many people believe that building more parking is an important solution, though many of the neighborhood groups

favored more active management of the existing resources (including a positive attitude toward parking meters and other pay solutions), over building new garages.

Outside of building more assets, several common themes occurred, much of them related to investment of resources into a few key areas. Given the responses from the public survey, and various stakeholder groups, the public is seeking a greater level of investment in the following aspects of the Transportation system:

1. More money should be spent on maintaining the physical infrastructure including the condition and appearance of public lots and garages,
2. Greater re-investment is desired in mobility options (bike lanes, etc.), signage and wayfinding, and streetscape improvements,
3. The community is very excited about the redevelopment that has been occurring and would like to see Transportation policies that encourage and support additional development.
4. On a whole, most business owners and residents are receptive to new technologies including payment systems that accept credit cards.

The key takeaways above are taken into consideration for the strategies and actions section of this Plan.

Consistently, members of the Steering Committee and various stakeholder groups have expressed a need for a more consistent approach to parking and multimodal policy to leverage these developments and incentivize further investment opportunities.

Overall, much of the feedback from the Steering Committee and public outreach efforts has been consistent. The general opinion is that Wichita would benefit from more consistent policies, and new technology that allows users to conveniently locate, learn about, and pay for parking, as well as other multimodal transportation options. The history of the city and car-centric culture means that multimodal transportation has generally been underutilized and underserved. However, with current redevelopment efforts, there is willingness to expand and improve other modes of transportation.

On the parking management front, stakeholders identified inconsistent and varying policies, a patchwork of signage, time limits, and rates downtown, and a lack of enough enforcement to cover the existing parking system. These challenges have led to pockets of higher demand where regular users (such as employees) know how to manipulate the system. This leaves the perceptions to visitors and customers that many neighborhoods suffer from an overall lack of supply.

Despite talk of general consistency and predictability throughout the system, many stakeholders still favor differences in the way that parking policies are applied. For example, many business owners (including developers) are accustomed to requesting and receiving modifications to parking – such as changes to time limits, meter locations, special rates, and reserved signage -- to help support their customers and employees. To implement a more consistent, and effective strategy, there may need to be slow and steady process of educating long-standing land and business owners on the benefits of a uniform strategy. The downside may be that some individual owners may end up losing some of the special benefits and privileges they have received in the past to create a system that works more effectively for all users on a larger scale.

It is understood that the funds to maintain current assets and improve the parking and multimodal transportation systems need to come from somewhere, but there is some disparity about how exactly that should be funded or where those funds should be allocated. From an asset management perspective there is clearly a need for additional investment in much of the infrastructure including roads, pedestrian infrastructure, and aging event venues such as Century II. Addressing funding for parking system maintenance and improvements is one step toward building for a vibrant community.

VISION STATEMENT PROCESS

Based on the feedback received from the public input, a Vision Statement was developed for this Plan. The purpose of the Vision Statement is to ensure that all the strategies and actions recommended by the Plan are aligned with the things the community is seeking to achieve. The Vision Statement also helps to align policies when there may be competing priorities – such as the desire to support customers with low-cost parking versus the desire to spend enough to maintain and reinvest in infrastructure.

2019 CITY of WICHITA PARKING & MULTIMODAL PLAN

VISION STATEMENT

THE VISION STATEMENT

This plan's vision, goals, strategies, and actions were developed based on public and stakeholder input received through meetings with the plan Steering Committee, the public open house event, and multiple listening sessions. Below are the definitions of the various Vision Statement elements.

- **Vision statement:** is intended to form the heart of the Plan and to create a framework that is supported by the implementation strategies. The Plan Vision Statement describes what kind of future we want to help make for our community related to parking and multimodal transportation. Based on feedback from the community and stakeholder groups, the following Vision Statement has been adopted for this Plan.
- **Goals:** this is what the community wants to have occur.
- **Objectives:** these are general categories of changes / improvements to achieve the goals and vision.
- **Strategies:** these are the more specific recommendations for how to achieve the vision and goals.
- **Actions:** these are activates undertaken to implement each of the recommended strategies.

The general relationship between the Goals, Objectives, Strategies and Actions is shown below.

The following text is the Vision Statement adopted for the Plan:

THE VISION

In 2040, the City of Wichita will be a community where parking contributes to the civic, social, and economic vitality of the community. Parking will be a high-quality integral part of a dynamic connected and seamless multimodal transportation system. The City's parking system will be appropriate, efficient, fair, and equitable.

GOALS & OBJECTIVES

The following goals are based on the City's 2017 mission statement. The use of these goals for the Parking Plan demonstrates how the parking and multimodal systems will help achieve the City's overall mission:

1. Keep Wichita safe
2. Build dependable infrastructure
3. Grow our economy
4. Provide conditions for living well

To achieve these Goals, the City should implement policies and strategic initiatives to:

1. **Keep Wichita Safe**
    a. Objective: Promote best-in-class design standards **for pedestrian, bicycle, and multi-modal safety**
    b. Objective: Improve the aesthetic and walkability of the downtown and adjacent neighborhoods through parking system design, location, and technology standards
2. **Build Dependable Infrastructure**
    a. Objective: Maintain parking infrastructure using best practices and meeting industry standards
    b. Objective: Fund parking adequately and in a transparent way
3. **Grow Our Economy**
    a. Objective: Provide parking as part of a larger transportation system, in conjunction with other modes of travel
    b. Objective: Provide parking to enhance access and to achieve efficient use of resources
4. **Provide Conditions for Living Well**
    a. Objective: Implement technologies to make the parking and multimodal systems more user friendly and communicate information such as location, price, and availability
    b. Objective: Consistently deliver a friendly, customer service-oriented approach to enforcement and policy

The Implementation section of this plan will discuss recommendations to achieve the goals and objectives outlined above, in addition to the specific strategies and actions needed.

STRATEGIES AND ACTIONS

STRATEGIES AND ACTIONS

This section of the Plan introduces the strategies and actions in order to accomplish the community vision, goals and objectives identified in this Plan. The Strategies and Actions discussed on the next few pages have gone through a process of public input starting with the Steering Committee and Technical Advisory Committee and have been presented to the public in a series of stakeholder meetings. In each case, the Plan has identified a clear need (as expressed by the community) and has relied on both industry best practices and localized analysis to find the most effective solution.

ORGANIZATION OF THIS MATERIAL

This chapter of the Plan is organized as follows:

- The section below provides a list of strategies and a table indicating how each strategy helps to accomplish the goals and objectives from the vision statement
- Pages 17-25 includes more detail on each strategy including the projected benefit, the actions needed to implement the strategy, the entities responsible for completing the actions, and a target date for completion; strategies have been assigned a target date assuming that most are implemented over the next 1- to 5 years. Below are descriptions of what each of the columns represents.
    - Actions: these are the specific actions that are recommended in order to help implement the strategy.
    - Lead: this is the lead City of Wichita department that is recommended to initiate and oversee implementation of the action.
    - Support: the City of Wichita department(s) recommended to assist the lead department with implementation of the action.
    - Priority: this is the general level of priority that each action is recommended to have, relative to other recommended actions. This plan does not recommend a specific year for implementation. Instead, this plan recommends a general level of priority with the intent that each year an annual work plan will be produced, identifying the actions that are anticipated to be accomplished that specific year.
- The final section in this chapter discusses the strategies and actions in greater detail, providing details such as maps, examples, and other information that helps to explain both the intent and the desired outcomes.

LIST OF STRATEGIES

The following is a list of the recommended strategies and how each one helps to support the Plan's vision statement:

- **Strategy 1:** Utilize technology to improve the customer experience
- **Strategy 2:** Improve parking enforcement operations
- **Strategy 3:** Address parking shortages strategically by linking parking fees (and time limits) to occupancy
- **Strategy 4:** Continue to consolidate Transportation functions and administration into a single department
- **Strategy 5**: Work to eliminate taxpayer and general fund subsidies for regular operations the Parking and Multi-Modal Fund
- **Strategy 6:** Work to reduce general fund subsidies for repairs and maintenance of Transportation assets
- **Strategy 7:** Support and help implement design guidelines that provide for greater mobility choice and enhance the environment for bicycling, walking, and other modes.
- **Strategy 8:** Improve the communication of parking and transportation information to the public and stakeholders
- **Strategy 9:** Use strategic investments from the Parking Fund to support private development and investment to the benefit the community

Goals and Objectives:	1. Keep Wichita Safe: Promote best-in-class design standards for pedestrian, bicycle, and multi-modal safety	1. Keep Wichita Safe: Improve the aesthetic/walkability … through system design, location, and technology standards	2. Build Dependable Infastructure: Maintain parking infrastructure using best practices and meeting industry standards	2. Build Dependable Infastructure: Fund parking adequately and in a transparent way	3. Grow our Economy: Provide parking as part of a larger transportation system, in conjunction with other modes of travel	3. Grow our Economy: Provide parking to enhance access and to achieve efficient use of resources	4. Provide Conditions for Living Well: Implement technologies to make systems more user friendly and communicate information	4. Provide Conditions for Living Well: Consistently deliver a friendly-, customer service-oriented approach to enforcement and policy				
#												Strategy
1	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Utilize technology to improve the customer experience
2	✓	✓	✓	✓		✓		✓		✓	✓	✓	Improve parking enforcement operations
3				✓	✓	✓	✓	✓	✓	✓	✓	✓	Address parking shortages strategically by linking parking fees (and time limits) to occupancy
4	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Continue to consolidate parking and mobility functions and administration into a single department
5	✓		✓	✓	✓	✓	✓	✓	✓				Work to eliminate tax-payer and general fund subsidies for regular operations the Parking and Mobility Fund
6	✓		✓	✓	✓	✓	✓	✓	✓				Work to reduce general fund subsidies for repairs and maintenance of parking and mobility assets
7	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	Support and help implement design guidelines that provide for greater mobility choice and enhance the environment for bicycling, walking, and other modes.
8	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Improve the communication of parking and transportation information to the public and stakeholders
9	✓	✓	✓	✓	✓	✓	✓	✓	✓				Use strategic investments from the Parking Fund to support private development and investment to the benefit the community

✓ Strategy supports the goal/objective

✓ Strategy strongly supports the goal/objective

SUPPORTING ACTIONS

Strategy 1: Utilize technology to improve the customer experience

Benefit: Technology improvements will allow customers to have better access to information and payment options (i.e. price, location, and availability of parking and other transportation options). Data collected from the upgraded payment and management systems will allow the city to more closely monitor usage of the assets and make policy adjustments accordingly. In areas where pay parking is appropriate, the availability of credit-card enabled meters and smart phone payment options will give customers more flexibility in to how to pay for parking (and extend their time) in a safe and convenient manner.

	Actions	Lead	Support	Priority
1	Implement pilot program(s) to test, select, and update aging downtown parking meters with credit card enabled smart meter technology supported by mobile payment options	Transportation	Finance	High
2	Update technology in parking garages and on lots to achieve customer and community benefits	Transportation	Information / Technology	High
3	Implement a mobile payment app	Transportation	Finance	High
4	Investigate (pilot) systems to provide real-time parking occupancy, rate and availability information	Transportation	Information/ Technology	High

Strategy 2: Improve parking enforcement operations

Benefit: Effective parking enforcement is crucial to ensure that transportation resources are available for customers and used efficiently. Generally, this means that the most convenient and high occupancy parking spaces (typically on-street spaces) are either time limited or metered to encourage turn over. Longer-term users such as employees and residents are often more appropriately accommodated in off-street lots and garages. Parking enforcement for events is also necessary to help mitigate traffic and safety issues and distribute demand to multiple locations. A fully staffed and trained parking ambassador program is recommended to enforce City parking restrictions, provide customer service, and increase the safety of Wichita by providing an active presence during busy periods - including night and weekend hours.

	Actions	Lead	Support	Priority
1	Adequately staff the ambassador function	Transportation	Human Resources	High
2	Develop standard operating procedures (SOPs) for training ambassadors	Transportation	Police	High
3	Identify routes and enforcement schedules	Transportation	Police	High
4	Deploy license-plate recognition (LPR) technology for enforcement and integrate LPR enforcement with updated meters and mobile payment system	Transportation	Police Information Technology	Medium
5	Coordinate regular meetings with other city departments to discuss operations	Transportation	City Manager's Office	High
6	Develop a web portal for citation review and disputes	Transportation	Municipal Court	Medium

Strategy 3: Address parking shortages strategically by linking parking fees (and time limits) to occupancy

Benefit: Parking pricing and time-limits allow customers to make informed value-based decisions about where to park and for how long. Cities that have implemented pricing controls for on-street parking have seen a noticeable increase in the number of customers stalls available (sometimes up to 40% in effective gains) with employees relocating to less expensive lots and garages. Many in the business community end up strongly supporting metered and pay parking for the simple reason that it benefits their customers. Reinvestment of the parking revenues into the immediate neighborhood and the physical upkeep of the assets is another tangible benefit of a pay parking program.

The recommended target for public-use parking facilities is around 85% occupied at the peak hour to allow for proper circulation and availability. Tools to achieve this occupancy rate are discussed in more detail in the "Implementation Details and Guidance" section of this chapter.

	Actions	Lead	Support	Priority
1	Periodically collect data on public parking usage and turn-over	Transportation	N/A	High
2	Review and revise on-street and off-street fee structures to incentivize on-street turnover and off-street occupancy	Transportation	Finance	High
3	Reinvest a portion of parking net revenue in areas where it is collected	Transportation	Finance	High

Strategy 4: Continue to consolidate transportation functions and administration into a single department

Benefit: The Parking Fund was established in 2010 to create better coordination between the management of parking assets, enforcement efforts, and other transportation and mobility programs. Though most functions are already consolidated, some parking- and mobility-related functions remain with other city departments. Consolidation of all related functions will allow the City to manage assets more effectively, reduce administrative costs to Wichita taxpayers, allow for a more uniform set of guidelines, and effectively implement other strategies in this plan (including Strategies 5 and 6).

	Actions	Lead	Support	Performance Measure Target
1	Revise city ordinances and governance to shift the majority of public parking operations and policy under the responsibility of the Transit Department, including: -- Meter locations, time limits, and pricing -- Permit allocations -- Routine and capital maintenance plans -- Enforcement, and -- Graduated fines / towing	Transportation	Law Public Works and Utilities	High

Strategy 5: Work to eliminate taxpayer and general fund subsidies for regular operations the Parking and Multi-Modal Fund

Benefit: A fully self-sufficient Parking and Multi-Modal Fund will allow the community to maintain transportation assets in a manner that improves economic vibrancy, benefits community aesthetics, reduces future costs, and improves safety. A revenue positive fund can be used to reinvest in the community through additional mobility programs; and by encouraging development and redevelopment-supportive programs.[1]

	Actions	Lead	Support	Priority
1	Track assets by zone and profitability, in a manner to help better manage the cost to provide public transportation programs	Transportation	Finance	High
2	Regularly communicate with the public the sources and uses of system funding, this might be through an annual report, website improvements, and regular email newsletters	Transportation	City Manager's Office	Medium
3	Leverage the existing Transit Advisory Board to review system performance; and discuss policies, rate adjustments, capital improvements, programs, and items that impact parking and multi-modal transportation	Transportation	N/A	High
4	Address projected operating deficits (including administration and deferred maintenance) for the City's two parking assessment districts, Old Town and Waterwalk, along with under-preforming assets	Transportation	Finance	Medium
5.	Undertake a financial study and plan for the Parking and Multi-Modal Fund, in order to recommend financial systems and policies to better manage and track the financial performance of the Fund.	Transportation	Finance	High

[1] Similar communities have used parking funds to help support other transportation programs such as scooters, bikeshare, car share, community circulators, and special programs and events. (Examples include sponsoring a bike to workday or sponsoring rewards giveaways for registered carpools and transit users). Other examples of reinvestment including using parking funds to upgrade landscaping, lighting, community benches, micro-parks, public artwork, etc.

Strategy 6: Work to reduce general fund subsidies for repairs and maintenance of parking assets

Benefit: Parking assets can cost substantial amounts to construct. Those that are not regularly and adequately maintained deteriorate at an accelerated rate and can end up costing the community more over the long run. Regular investment in a capital maintenance program is necessary to ensure that assets (such as lots and garages) are safe, well used, attractive, and serve the community for many years.

	Actions	Lead	Support	Priority
1	Using industry guidelines, budget for appropriate reserves (or borrowing capacity) for deferred maintenance and on-going major maintenance and repairs for parking assets.	Transportation	Finance	Medium
2	Perform a condition assessment of City parking garages and surface lots to identify and prioritize high priority deferred maintenance items; address structural/safety issues first and long-term durability and aesthetic issues second	Transportation	Public Works	Medium
3	Develop structured approach to address deficiencies in all facilities identified as part of the inventory; develop annual budgets for repairs, maintenance and upgrades and follow budget plans	Transportation	Public Works	Medium
4	Establish dedicated staff to manage and be held accountable for the ongoing operation and maintenance of the established parking assets	Transportation	N/A	Medium
5	Regularly review and update the revenue stream for funding parking-related maintenance, repairs, and assets to help ensure that revenues and costs are fully accounted	Transportation	Finance	High

Strategy 7: Support and help implement design guidelines that provide for greater mobility choice and enhance the environment for bicycling, walking, transit, scooters, and other modes.

Benefit: Feedback from the community has indicated a desire to continue investment in multi-modal programs and to improve transportation options for Wichita. Supporting a multi-modal environment will allow parking resources to be used more efficiently, reduce traffic impacts, and achieve community plans by creating a healthier, more walkable, and more vibrant community. Cities with active pedestrian and bicycle activity also report greater business revenues, a stronger tax base, and a higher emotional well-being for residents. Multimodal options are generally desirable to retain and attract younger generations of residents in Wichita.

	Actions	Lead	Support	Priority
1	Conduct regular reviews of development standards and street design standards that encourage a "park once" approach	Transportation	Planning	High
2	Implement recommendations from City of Wichita plans (i.e. Bicycle Master Plan, Pedestrian Master Plan, etc.) that improve conditions for walking, bicycling, transit, and other multi-modal transportation options. -- Increase the availability of secure and conveniently located bicycle parking -- Enhance the safety and comfort of people walking, bicycling, and using transit -- Provide a safe, convenient, and connected multimodal network (utilizing best practices for programs, policy, and design) -- Implement programs and promotions to encourage walking, bicycling, and shared mobility for employees to reduce single occupancy vehicle use	Transportation	Planning	High

Strategy 8: Improve the communication of parking and transportation information to the public and stakeholders

Benefit: Similar to Strategy #1, improved information systems are needed to provide the community with up-to-date information on public transportation options, availability, and price. Investing in this area will improve customer perception for the system. Additionally, integrated trip planning tools will help to reduce the negative impacts of large special events for both existing and planned venues.

Actions		Lead	Support	Priority
1	Update the website and develop an integrated system of online maps, mobile apps, and/or other tools that provide relevant information	Parking & Mobility	Information / Technology	Medium
2	Consider variable messaging and real time information to direct people quickly to available parking	Parking & Mobility	Information / Technology	Medium
3	Provide and improve wayfinding to, from, and through parking garages and surface parking lots and to major destinations	Parking & Mobility	Planning	Medium
4	Improve the downtown signage and wayfinding program	Parking & Mobility	Public Works	Medium
5.	Regularly communicate with the public the sources, uses, and benefits from the integrated parking and multi-modal system - this might be through an annual report, website improvements, and regular email newsletters	Transportation	City Manager's Office	Medium

Strategy 9: Use strategic investments from the Parking and Multi-Modal Fund to support private development and investment to the benefit of the community

Benefit: Continued development and redevelopment of the community is a major goal of the City and many of its stakeholders. A smart and uniform policy for transportation options can help to reduce barriers for development to occur and support the needs of new business and tenants by providing a range of public transportation options. A well-managed system is proven to have long-range benefits in terms of economic activity.

	Actions	Lead	Support	Priority
1	Pursue lease arrangements to accommodate new employees and better leverage existing public parking resources until they hit target utilization rates (i.e., 85% utilized at the peak hour); consider reducing market rates strategically to increase usage	Transportation	City Manager's Office	On-going
2	Continue to promote the use of on- and off-street pricing and policies (including meters, time limits, and pay parking lots and garages) as the best strategy to accommodate new visitor parking demand;	Transportation	City Manager's Office	On-going
3	Strategically sell-off underutilized surface lots and garages to promote development and redevelopment within the downtown core;	Transportation	City Manager's Office	On-going
4	Strategically sell-off well-utilized surface lots considering the revenue-value of that facility, the return on investment (considering tax implications, jobs, etc.) and whether public access would be improved (either through parking or other means);	Transportation	City Manager's Office	On-going
5	Explore public-private arrangements where Transportation would take over the management and enforcement of private property to be used for public parking (examples might include surface parking lots that service multiple businesses);	Transportation	City Manager's Office	On-going
6	If the Parking Fund becomes revenue positive, then utilize Parking Fund resources to participate in additional programs that improve access to developments, corridors, and areas – this may include the funding or both parking and non-parking mobility options, including transit, walking, bicycling, and/or other transportation options;	Transportation	City Manager's Office	On-going
7	Evaluate future development and capital investment opportunities to ensure they align with the fiscal self-sufficiency goals for the Parking Fund and the City.	Transportation	City Manager's Office	On-going

IMPLEMENTATION DETAILS AND GUIDANCE

This section of this Plan provides additional details on the strategies and actions presented previously in this chapter. In this section, the strategies have been grouped together for discussion in order to demonstrate how these strategies fit together to provide a comprehensive approach to improving parking and multi-modal options.

MANAGED PARKING IMPLEMENTATION GUIDELINES

The most frequently cited parking issue for Wichita residents and stakeholders is the lack of (or apparent lack of) available public parking in the downtown and active districts - including Delano and Old Town. Based on the data collected, these districts have enough parking resources within a reasonable walking distance at most times. Generally, perceptions of a lack of available parking occur because available parking spaces are not readily visible from the destination, or are managed inconsistently (i.e. enforcement, time-limits, and pricing strategies). Inconsistent parking management often results in a lack of available parking spaces because too many long-term users are occupying the most convenient parking stalls, which ideally would be used by short-term customers and visitors.

The first three Strategies of this Plan can help to improve the availability (and visibility) of parking resources in many districts for customers and visitors. Please note that every district has unique circumstances, and the implementation of these strategies will need to be tailored to optimally manage the public parking resources and meet the district needs.

- **Strategy 1:** Utilize technology to improve the customer experience
- **Strategy 2:** Improve parking enforcement operations
- **Strategy 3:** Address parking shortages strategically by linking parking fees (and time limits) to occupancy

In addition, several implementation actions are provided in this Plan related to staffing and training of Parking Ambassadors. For example, based on the size of the downtown area and the number of Wichita zones that require enforcement, a typical program might employ 3-4 parking ambassadors. Therefore, the recommended actions, is to fully staff the Parking Ambassador function and to provide updated standards for training.

Additionally, the following guidelines have been developed to help determine when and where time-limed or pay parking is implemented, and how much to charge.

On-Street Parking Objectives and Options

Regulating on-street public parking helps ensure access and availability, which in turn benefits economic growth and vibrancy. This Plan recommends that the City should strive to achieve an industry best practice of a minimum 15% on-street vacancy during peak activity periods.

Many communities employ time limits and/or pricing to manage on-street parking to achieve these targets, though both present trade-offs. Below is a table that identifies some of the advantages and disadvantages of each.

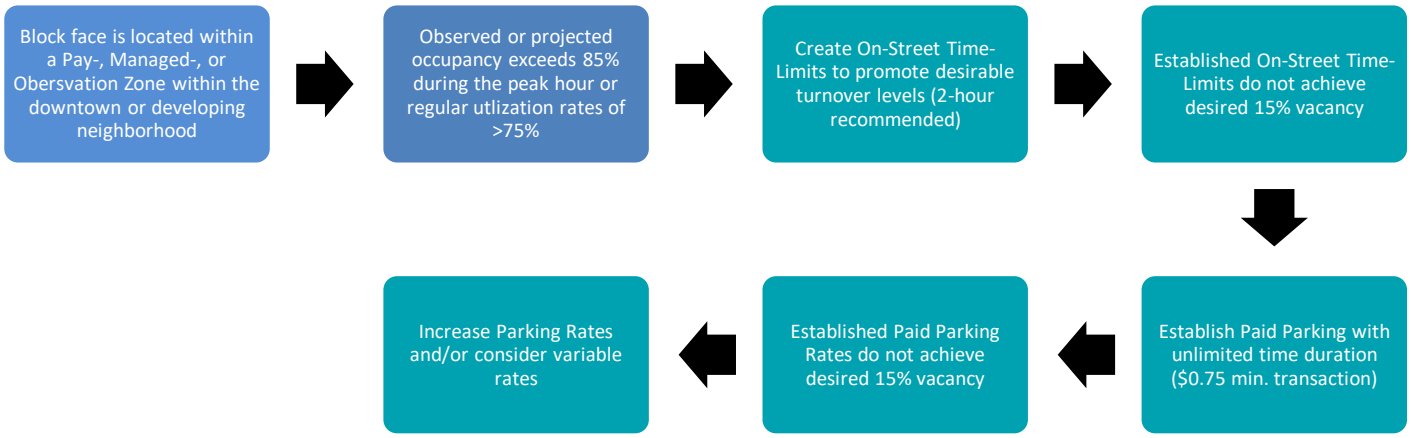
	Time Limits	Meters / Pricing
Advantages	• Low cost to install • Easy to modify	• Balances demand with pricing – price can change based on demand • Decision to park is market-driven based on cost • Generates revenues to pay for costs • If fees are raised in order to manage demand, and the revenues exceed costs, then funding can be available for area improvements / programs
Disadvantages	• Can be labor intensive to enforce • Ineffective without frequent enforcement – surveys from other communities show that more than half of all cars parked in zones with time-limited parking either violate the time limit or move the car at regular intervals within the same zone to avoid a citation • Compliance is based on punitive measures (citations) rather than market-based • Does not generate revenue to cover costs	• Higher costs to install infrastructure • Business may fear losing customers to retail options that provide free parking

When to Implement

The following flow charts will assist the City of Wichita with a decision model process for implementing time-limited parking versus paid parking.

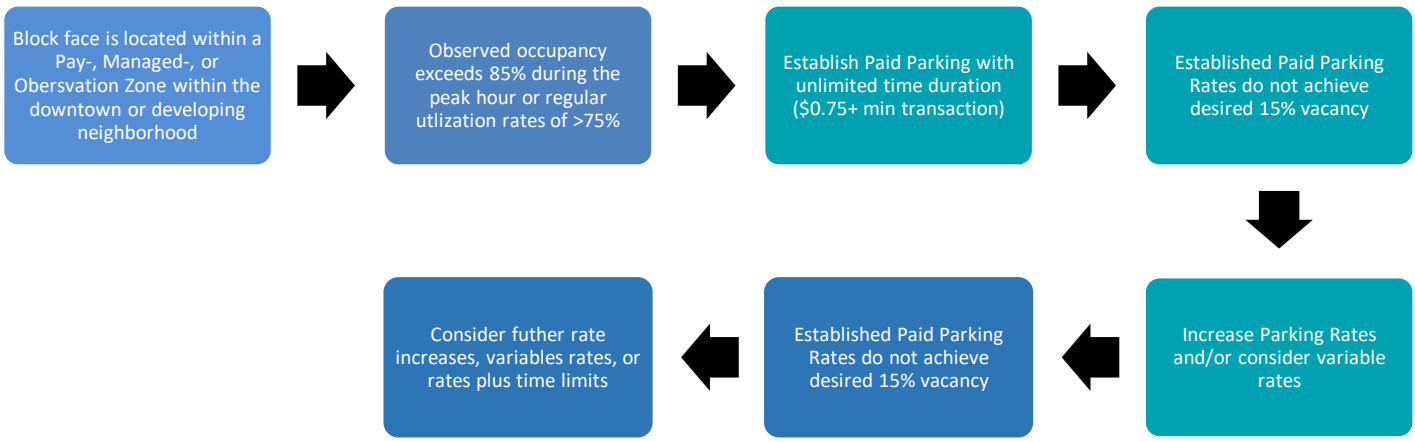
Implementation Criteria – Moderate Demand

Moderate demand is defined as areas where data shows public parking occupancy rates occasionally reaching 75% to 85% or are projected to reach this level soon due to new business activity or redevelopment.



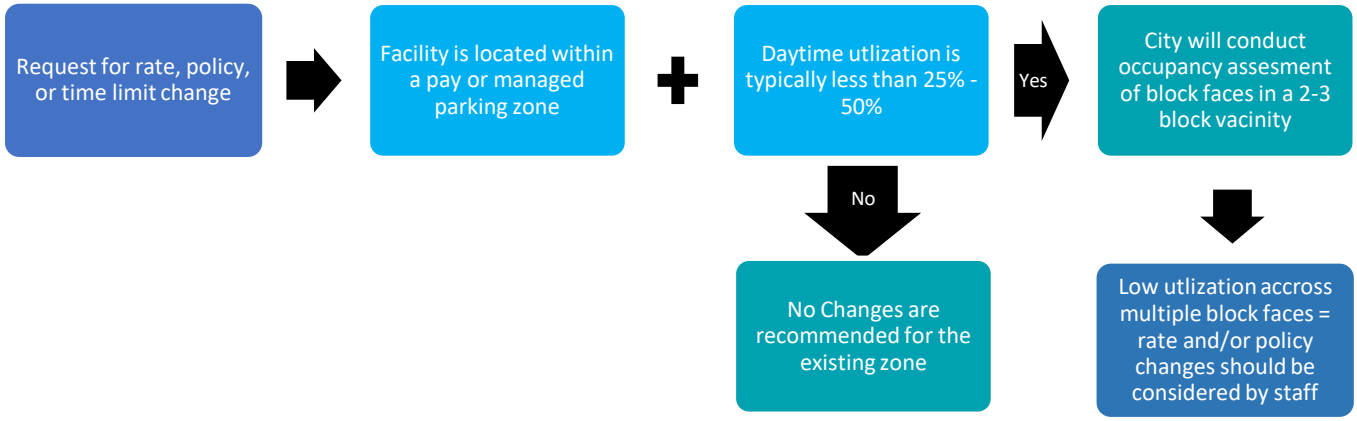
Implementation Criteria – High Demand

High demand is defined as areas where data shows public parking occupancy rates exceeding 75% frequently and peak hour utilization rates of 85%+. Experience from other communities shows that areas where high demand parking utilization occurs are typically those that have established commercial business activity.



Criteria for Rate and Time-Limit Changes - Reductions

Paid parking and parking time limits are important tools for managing parking demand. When there are consistent parking occupancy rates change, the pricing and time limits should also be changed. The table below shows the recommended process for how the City should consider parking rate and time limit changes.

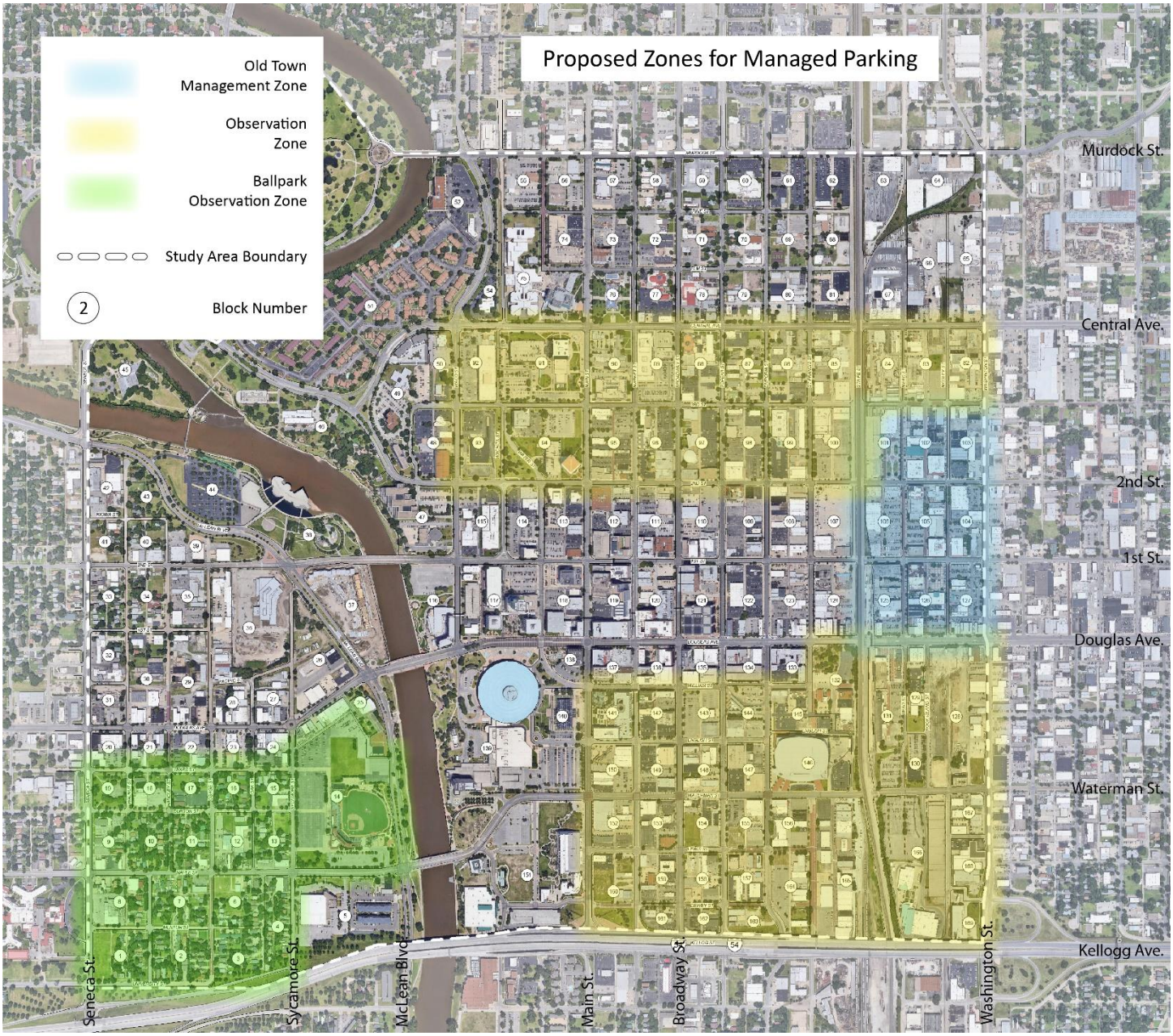


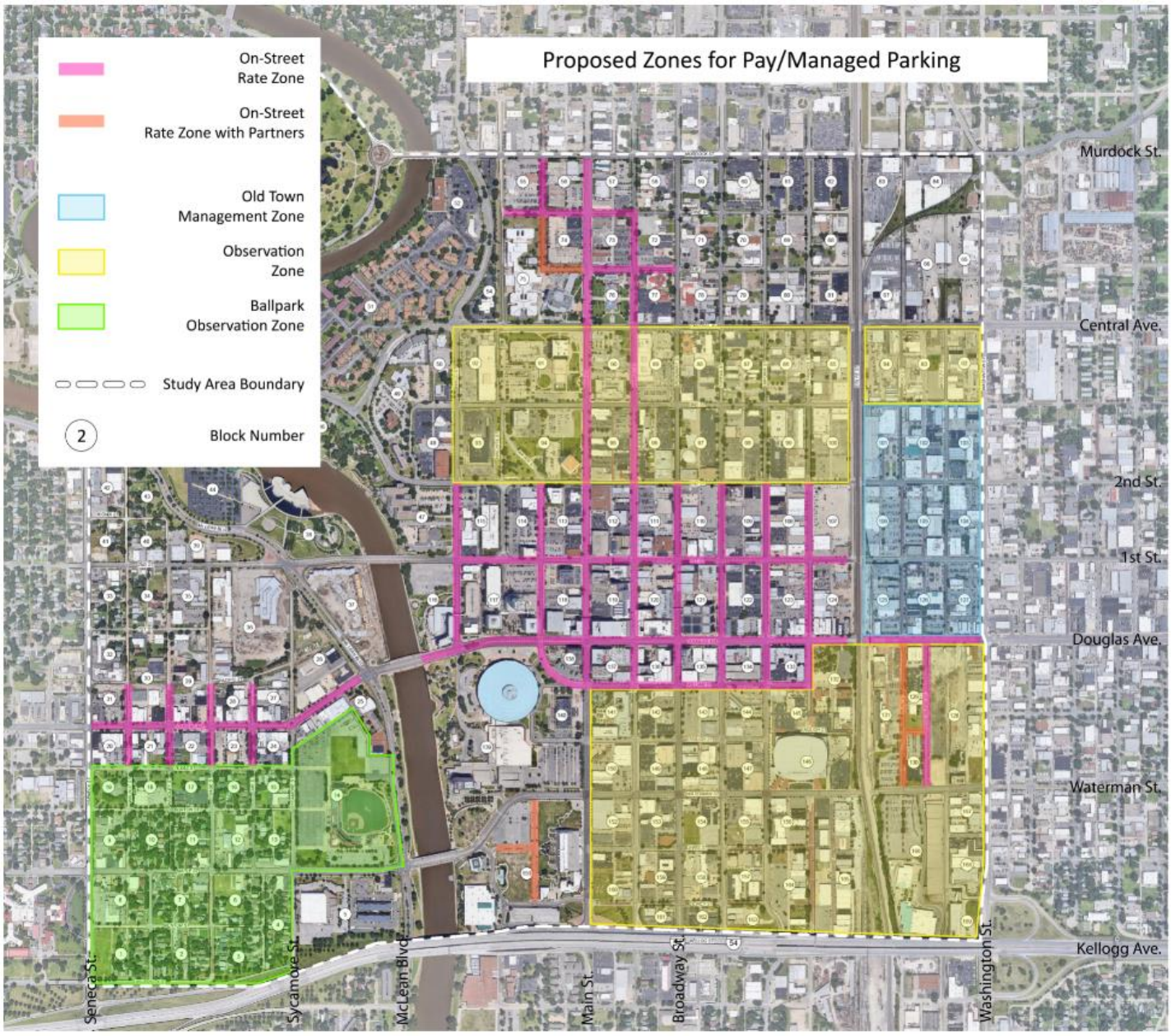
An exception to the criteria above would be a requested change in parking management strategy due to a major change of use impacting an entire block or area. In this case, the Transportation Department may opt to remove meters/time limits and create an Observation Zone for this block or to install new meters / time limits, or other policy action. This Plan recommends the creation of Observation Zones, shown on the following map. Observation Zones are areas where the City should collect parking utilization data from time to time to see if any blocks might be considered under the Moderate Utilization or High Utilization criteria for parking management policy changes. New development activity within these observation zones should also be monitored for its potential impact on public parking.

Where and When to Implement

This Plan recommends that the City establish parking zones - areas of Wichita where parking data collection, stakeholder engagement, and management can be tailored to meet area needs. The recommended zones are shown on the following page. These zones are recommended based on parking utilization, geography, stakeholders, and land uses.

Based on parking demand utilization data and development/redevelopment activity, this Plan also recommends parking management strategies for select locations within the parking zones. The City should consider implementation of parking management strategies only after public engagement with parking zone stakeholders. This engagement should help determine if a parking strategy is a good fit, whether a pilot project should be conducted, and other details. The parking management strategies should be modified in response to changes in parking demand (see the flow diagrams above for process recommendations).


Proposed Zones for Managed Parking
Old Town Management Zone
Observation Zone
Ballpark Observation Zone
Study Area Boundary
2
Block Number
Murdock St.
Central Ave.
2nd St.
1st St.
Douglas Ave.
Waterman St.
Kellogg Ave.
Seneca St.
Sycamore St.
McLean Blvd
Main St.
Broadway St.
Washington St.



*Partner zones (in orange) are streets that are owned or managed by entities other than the City (i.e. other government organziation, private property, or contracted partner). Some agreement for shared enforcement and/or infastructure costs may be needed.

How Much to Charge

The City should only charge as much as it costs to achieve the desired parking occupancy. Paying for parking should be as convenient and secure as possible – including credit-card enabled smart meters (single-space or multi-space), pay-by-cell phone app, and on-street permit parking (where appropriate). This Plan recommends an **initial fee range of $0.75 - $2.00 / hr. is recommended** based on the cost to recoup credit card fees and industry best-practices for managing demand for short-term assets. Parking fees should be established by the Transportation Department in order to achieve the desired parking occupancy rate (85% occupied and 15% available), based on parking occupancy data, and with input from the Wichita Transit Advisory Board (who advises the City on parking related issues).

Rate survey tables for several peer cites are included in the Appendix to help demonstrate the range of rates that may be appropriate for downtown Wichita.

How to Enforce

As part of a robust and comprehensive enforcement program, this Plan recommends that the City invest in a mobile License Plate Recognition (LPR) system to monitor on-street and off-street spaces. A mobile LPR allows the vehicle to scan license plates while moving (allowing for monitoring of on street and off-street parking spaces) and identify immediately if a user has overstayed their time limit. Mobile LPR also allows the ability for the City to track vehicles attempting to get around time restrictions by moving from one area to another. In addition, a LPR system can be used to enforce permit parking zones. In this situation residents who wish to use public on-street spaces within the permit zone would be required to register their vehicle license plates – their license plate could even be used as their “virtual” permit and no physical permit may be required in areas which require permitted or monthly parking controls.

How to Communicate Changes

As part of the implemenation, this Plan recommends a robust public outreach effort to educate Wichita businesses, residents, and customers on the new parking management techologies and policies. The public outreach campaign would also include dircert outreach to groups of stakeholders (via town halls, public open houses, neighborhood group meetinsg, and flyers and mailings) to explain the reasons and benefits to the proposed managed parking approach. This would also be an opportunity to hear the concerns and fears and the constituants. However, the City should be clear that paid and managed parking has been a net benefit to almost every community that has rolled this out, assuming certain best particies are implemented. These examples of success should be shared with the community.

Other communities have had success in rolling out new meters and other technologies by first providing an opportunity to pilot (or demo) the new equiptment. Street fairs and community events provide a good avenue for these domonstartions, and some equiptment vendors are willing to set up their units for this purpose as part of the request for proposals (RFP) processs, or the contract.

This Plan also recommends a public media campaign with outreach to the local media, providing information on new meters, enforcement technologies, and policies. The City may also want to post informative videos and an “FAQ” secttion on the City’s website to show how the meters and other technologies may work and adress questions. Some of this media can be shared with any partners to also run on their websites.

Oversight

This Plan recommends that the Wichita Municipal Code be revised in order to improve parking management by the City, resulting in improved access to public parking and improved increase customer service. Below are examples of the types of changes to the Municipal Code that are recommended.

- Consolidate many parking management functions into a single City department (this Plan recommends the Transportation Department), in order to improve oversight, coordination, and management.
- Authorize the Transportation Department to implement new parking technologies - including upgraded smart parking meters (that accept credit card payments), a pay-by-cell phone mobile app, and license plate recognition equipment for enforcement.
- Establish a City Council approved target parking peak occupancy rate.
- Authorize the Transportation Department to set/adjust parking management policies - including new time-limited parking zones and parking permit programs/zones to meet the City's target parking peak occupancy rate.
- Establish a City Council approved target parking occupancy rate and approved pay parking zone rate range (an initial range of $0.75 - $2.00/ hr. is recommended); and authorize the Transportation Department to implement/adjust pay parking rates to meet the City's target parking peak occupancy rate.

The following recommendations are also presented in this Plan to help achieve for efficient utilization of the public parking system overall.

15-minute parking and Loading zones

Industry studies show that 15-minute parking restrictions are generally ineffective and lead to lower overall utilization of these stalls. As an alternative, this Plan recommends limited use of 15-minute parking spaces within public lots, and no 15-minute parking for on-street spaces within the managed parking zone. In some instances, parking validations may also be used for customers using a pay-by-cell phone app. These options should be considered as part of the request for proposals (RFP) process for new meters.

As with 15-minuite parking, designated loading zones are generally not encouraged in the public right of way as they tend to have low utilization during peak hours. Exceptions might include allowances for temporary loading/unloading at metered parking spaces, and specific time periods designated for loading/unloading if other access is not available. (For example, some cities allow for early morning parking and late evening deliveries to occur, outside of enforcement hours).

These recommendations are not meant to preclude the City from looking at trial programs such as pop-up valet stations for restaurant/entertainment districts or options for designated Transportation Network Company (TNCs such as Uber and Lyft) zones in areas where retail, entertainment, and hospitality uses are prevalent.

Reserved Parking in Public Facilities

Private business should not be allowed to post reserved parking signage within public parking facilities. This is based on industry studies that show low utilization of reserved parking and also to create a policy of fairness of access for public parking.

Public Enforcement on Private Property

Due to the increased liability and limited public benefit, it is recommended that the Transportation Department should discontinue the policy of providing parking enforcement services for private property.

The one exception would be if the owner of a parking facility wishes to enter into a public-private agreement with the city where the private lot or garage would be made available for public parking. In this case, the City would install and maintain revenue collection equipment and provide enforcement and may offer to maintain (or improve the lot) on behalf of the property owner. The City would be under no obligation to enter into this type of agreement but may wish to consider it in developing commercial neighborhoods or near to one of the event venues, where a private facility might be well positioned to provide additional public spaces in an area of need.

Requests for City operation of private parking should be considered on a case-by-case basis by the Transportation Division.

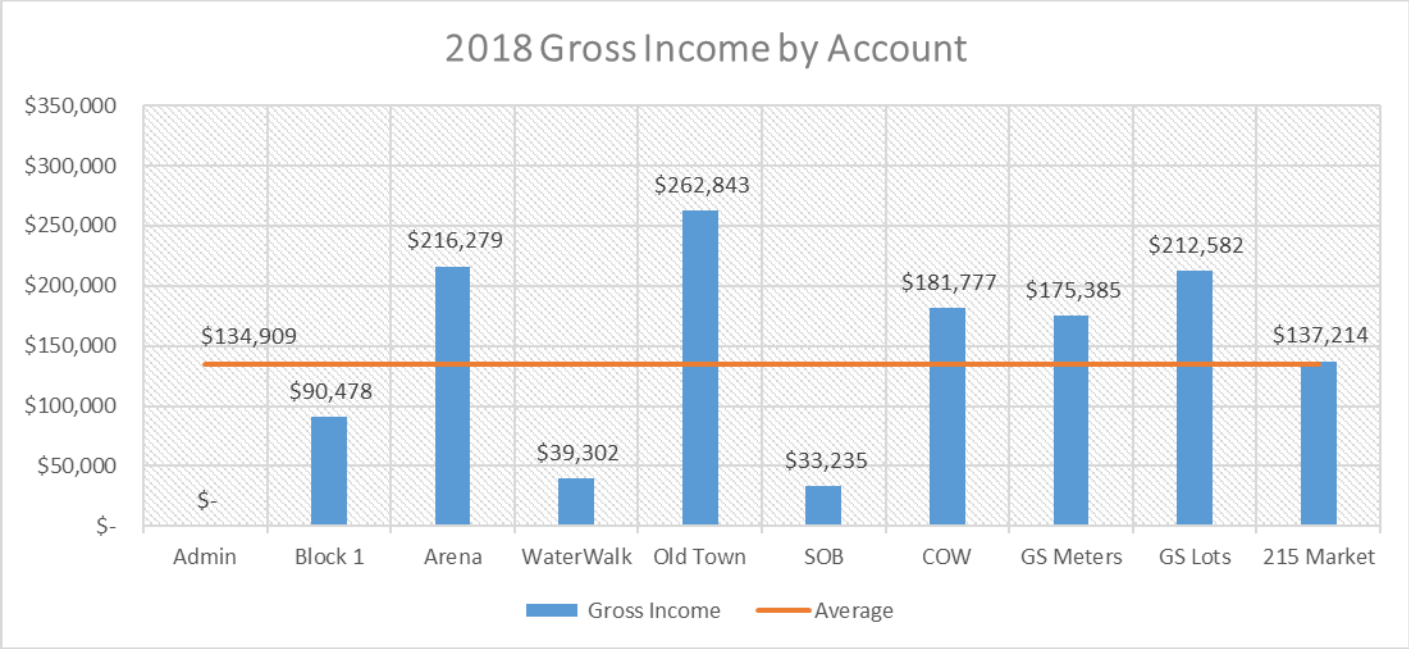
PARKING FUND FINANCIAL PERFORMANCE

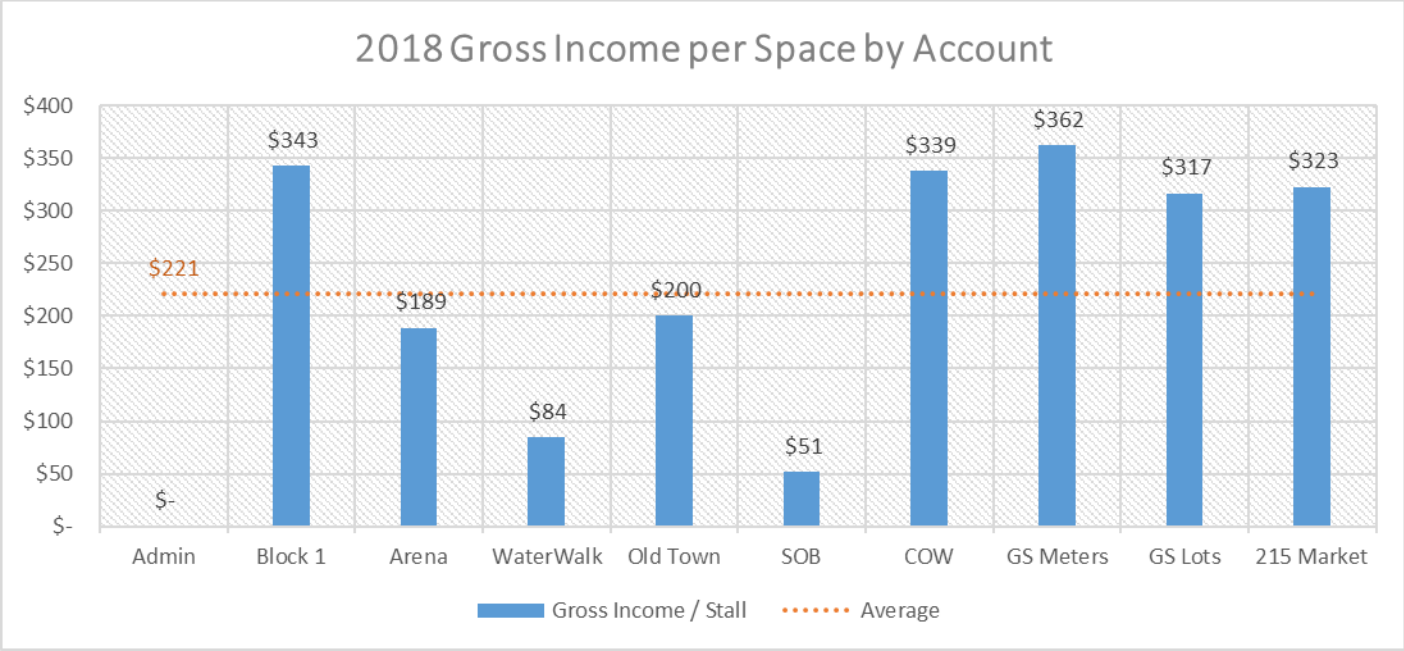
Strategies 4, 5, and 6 are aimed at making the Transportation Department more efficient and ensuring that parking programs are self-sufficient on both a year-over-year and on a long-term basis; reinvesting revenues into repairs and maintenance (to preserve the life of these assets) is a part of the mid-range strategy recommended by the Plan:

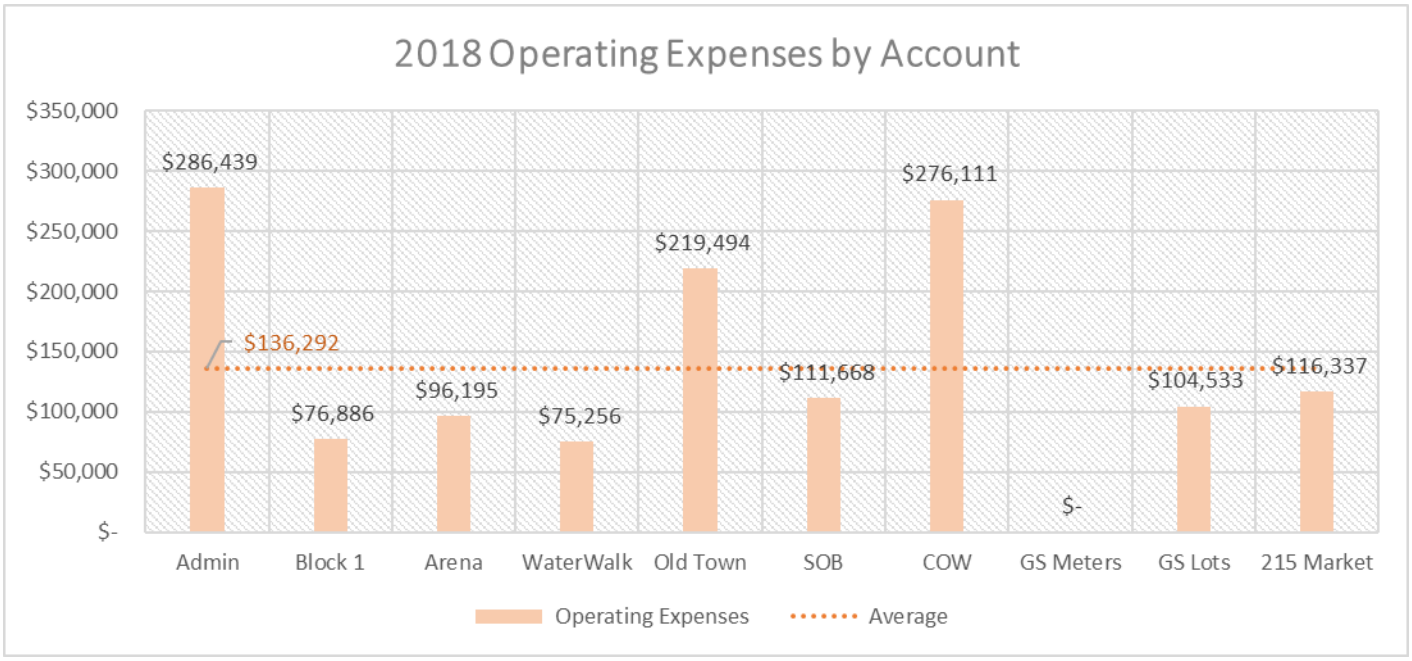
- **Strategy 4:** Continue to consolidate Transportation functions and administration into a single department
- **Strategy 5**: Work to eliminate taxpayer and general fund subsidies for regular operations the Transportation Fund
- **Strategy 6:** Work to reduce general fund subsidies for repairs and maintenance of Transportation assets

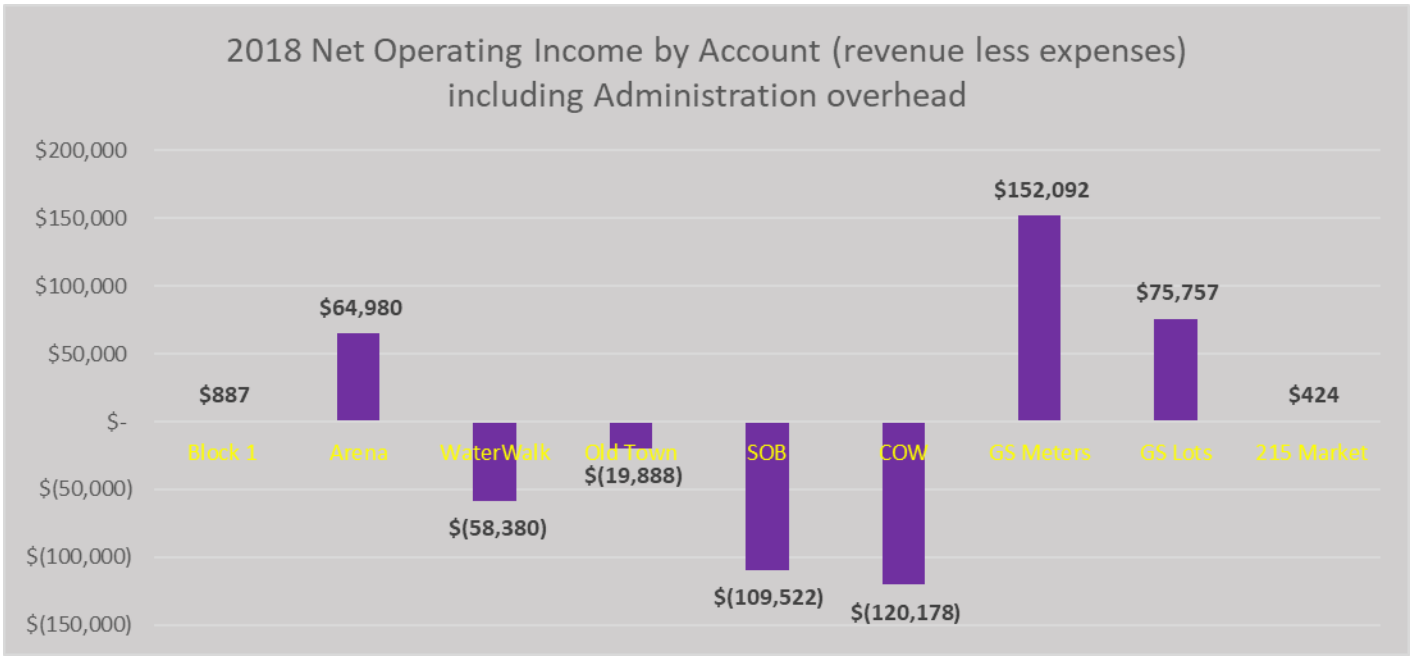
Though the Parking and Multi-Modal Fund is not currently funding 100% of the maintenance required, the Fund is generally able to cover the cost of other operations, enforcement, and basic maintenance. The following graphs present an overview of the Parking Fund in 2018. As only three years of historical data are available, long-term trends are not reliable. However, the 2018 data has been verified by City staff and is generally reflective of all current costs and income. The funds are parsed across several object code accounts (OCA's) representing individual parking assist, like the State Office Building (SOB) Garage, or groups of assets such as the parking lots or on-street meters.

2018 Parking Fund Performance









The net operating income shown by account (above) assumes that administrative costs are pro-rated across all operating accounts based on the number of parking stalls. Taken together, the Parking Fund, generated slightly positive net operating income in 2018.

Net Income Goals and Requirements

Based on a review of similar size programs, this Plan recommends that the City seek to generate gross revenues on the order of magnitude of roughly $500 -$600 per space annually. This revenue stream would help to budget toward full self-sufficiency:

- $300-$400/space/year toward operations and regular maintenance, including the existing management agreement with the Car Park
- $200/space/year toward capital improvements

Major maintenance including deferred maintenance may have to funded separately for the near-term with a goal to incorporate this into parking fund budgeting in the future.

Currently, the Parking and Multi-Modal Fund generates revenues of about $227 / space / year with the highest grossing account, the on-street meter program, grossing about $360/space. Upgrading the meter technology and increasing the parking rates to encourage turn-over will help to also close the gap on fiscal sustainability.

TRANSIT AND CONNECTIVITY GUIDELINES

This Plan contains several strategy recommendations aimed at strengthening multimodal connections:

- **Strategy 7:** Support and help implement design guidelines that provide for greater mobility choice and enhance the environment for bicycling, walking, and other non-motor vehicle modes.
- **Strategy 8:** Improve the communication of parking and transportation information to the public and stakeholders

Over the last several years, the City of Wichita has developed a number of plans and initiatives that address multi-modal connectivity in the downtown area and throughout the city overall. Multiple prior plans completed by the City (and ongoing) aim to improve multi-modal options and connectivity The City has begun to implement aspects of these plans, however the need for additional infrastructure, supportive multi-modal policies, coordination, and integration of services still exists.

Historically, the city has coordinated and promoted parking and transit operations separately from those of other modes resulting in a lack of integration and lack of public awareness of parking and multimodal connections. This often leaves the parking system crowded in isolated areas while underutilized in many others. Since the overall parking supply is robust, the recommendations in this section focus on the strategic integration of Wichita's multimodal transportation options with the parking system. The suggested improvements to parking infrastructure, design, and safety as well as recommendations regarding promotion, information access, and technology aim to encourage the public to 'park once' and then utilize other modes to move throughout the downtown area and nearby entertainment districts during their visit.

What's working well?

- **Q Line Trolley Service:** The Q-Line is a free trolley shuttle service run by Wichita Transit that operates during peak daytime and evening hours to connect restaurants, bars, hotels, and entertainment destinations throughout

downtown and nearby districts. There are three routes that run along Douglas: lunch, weeknight, and Friday/Saturday. The routes vary by time and geography.

- **Bike Share ICT:** Bike Share, ICT, a program of Health ICT, provides convenient and low-cost access to bikes. Funded through a collaborative funding partnership between the City of Wichita, Blue Cross and Blue Shield of Kansas, and the Knight Foundation Fund at the Wichita Community Foundation, the program provides bicycles throughout downtown and at several other locations in central Wichita and at the zoo. Several locations are adjacent to transit or parking providing the opportunity for connectivity between modes. Additional opportunities exist to promote the bike share system and to better integrate it into a system of multimodal options. In addition, further provision of on street and off-street bicycling infrastructure could deepen the success of the bike share service.

- **Walking and Bicycling Infrastructure Improvements:** The City is engaged in ongoing efforts to improve walking and bicycling infrastructure in downtown and throughout the City. The City has installed new midblock crossing improvements in various parts of the central area and tested new ideas using temporary installations such as the curb extensions at Douglas and 1st Street. The demonstration projects have helped build momentum for long term changes. Bike lanes have been added on several downtown streets and in other parts of the city and additional bike facilities will be added following the priorities in the Bicycle Master Plan.

- **Availability of Parking and Relative Proximity of Multiple Transportation Options:** Conversations with the Parking and Multi-Modal Plan Technical Advisory Committee (TAC) and observations of parking occupancy indicate that there is ample parking supply in the downtown area, however certain parts of downtown have high occupancy rates. Transit, walking, and bicycling are all available options for supporting the 'park once' approach for downtown visitors, however these modes need to be better integrated into the parking system to take full advantage of their ability to help connect parking to major destinations.

- **E-Scooter Program:** e-scooters provide a convenient and fun option for short distance trips in Wichita. Primarily located in Downtown and educational campuses, scooter systems have provided thousands of trips since their launch in 2019. The scooters make it even easier for riders to make trips using multiple modes (i.e. riding the bus and then riding a scooter to arrive at their destination, or parking in a garage and riding a scooter to an event).

What could be improved?

- **Infrastructure and Safety:** Despite recent efforts to improve walking and bicycling infrastructure in Wichita, additional improvements are needed in the downtown and entertainment districts. High speed traffic, wide multi-lane streets, and long crossing distances contribute to both real and perceived safety issues for pedestrians and bicyclists. Off-street parking facilities are underutilized and feel isolated, empty, and unsafe to many users. A lack of street trees, amenities, and on-street activity on many streets creates an inhospitable environment for walking.

- **Integration of Parking and Multimodal Options:** Opportunities exist to better integrate parking, bike share, transit/Q-Line, and walking and bicycling opportunities and facilities through both infrastructure improvements, colocation of services, and improved communication and promotion. By locating parking, bike share, and transit stops in close proximity to one another, there will be greater opportunities for visitors to downtown and the nearby entertainment districts to take advantage of an array of transportation choices.

- **Communication and Promotion:** One of the biggest opportunities to improve the efficiency of downtown parking and better integrate the use of multiple modes is through improved communication and increased awareness of the transportation choices available to visitors and residents. Currently, the public does not know all the options available to them or how they are connected. Increased promotion of the 'park once' approach to downtown and entertainment area visitors is important, but these audiences also need a better understanding of how modes are connected and how to access the most up to date information on the schedules, services, costs, and locations of parking, transit, and bike share. They also need easy access to online and streetscape-integrated maps of walking and bicycling routes connecting the various destinations visitors are trying to reach. Opportunities exist to improve various mobile apps related to transit, bike share, parking, and TNCs (Transportation Network Companies such as Uber and Lyft) as well as improved wayfinding and signage.

- Communication and promotion could benefit by being focused towards specific audiences/demographics, with different outreach opportunities for different user groups. These groups may include downtown employees, students at Wichita State University, and residents living in and near downtown.

To improve upon the items above, the Plan recommended several strategies and actions. Additional details are discussed below:

Provide Multimodal-Friendly Parking Infrastructure

Several recommendations relate to the provision of multimodal-friendly parking infrastructure and integration of services:

- **Enhance the safety, comfort and convenience of pedestrian access and circulation in parking garages and parking lots.** Underutilized parking in both off-street surface lots and garages creates an uncomfortable and potentially unsafe parking environment and contributes to further underutilization of these facilities. Providing additional lighting, security cameras, openness, and good pedestrian wayfinding can improve these conditions and help users orient themselves to the street quickly.
- **Provide direct and accessible pedestrian connections to the entrance of buildings from the public right-of-way and off-street parking areas.** Facilitating access to one's destination through design also creates a more user-friendly experience. This can be further enhanced with pedestrian wayfinding and signage as discussed below.
- **Increase the availability of secure and conveniently located bicycle parking.** In addition to the provision of motor vehicle parking, adequate bicycle parking should also be provided to encourage bicycling. Bicycle parking should be located as close to building entrances as feasible without blocking the pedestrian travel way. Short-term versus long-term bicycle parking options are address in more detail in other plans.

Support 'Park Once', Walking, Transit Use and Bicycling with Good Street Design and Safety Improvements

The City should utilize and build on the recommendations of the Pedestrian Master Plan, Bicycle Master Plan, Places for People Project and design guidance in the Multimodal Policy and Street Design Guidelines to support design that increases the safety and comfort of walking and bicycling downtown and in adjacent neighborhoods.

- **Right-size the allocation of space within exiting rights-of-way in accordance with Wichita's Multimodal Policy to serve the needs of people walking, bicycling, using transit, and driving motor vehicles**. This may include narrowing travel lanes, widening sidewalks and amenity space and providing additional facilities for bicycles as recommended in the above plans and design guidance.

- **Enhance the safety and comfort of people walking and bicycling.** Utilize comprehensive strategies such as reducing motor vehicle travel speeds, implementing traffic calming strategies, and enhancing crossing treatments.
- **Provide a safe, convenient, and connected multimodal network that encourages cost-effective multimodal trip planning and use.** The Pedestrian, Bicycle, and Transit Plans put forth priorities for creating a multimodal network that will help downtown grow and thrive.
- **Prioritize curbside use based on function, street typology, and time of day.** The primary function of street (e.g., mobility, public realm, loading people, loading goods, parking, and storage) along with its street typology (from the Wichita Places for People project) can be used to create various curbside zones throughout downtown and adjacent entertainment districts that vary by time of day.
- **Enhance walking environment.** Pedestrian scale lighting, street trees, benches, wayfinding, and other walking related infrastructure improvements are critical to creating an inviting streetscape where people will want to walk and feel safe and comfortable doing so.

Enhance Communications and Promotion of Various Transportation Choices and Their Integration

Currently the public does not have a high awareness of all the transportation options. Improved communication and increased awareness of the transportation choices available to visitors and residents is critical to providing an integrated system of multimodal transportation.

- **Promote 'park once' and various mobility options to provide alternatives to travel between parking areas and destinations or as alternatives to driving motor vehicles.** Walking, bikeshare, Q-Line, and Transportation Network Companies (e.g., Lyft and Uber) are all available to visitors to downtown and the adjacent entertainment districts. These mobility options should be heavily promoted to both tourists and residents.
- **Develop an integrated system of maps, wayfinding, signage, and mobile apps that provides relevant locations and distance information for all modes in one place.** Use this system to promote 'Park once', then use walking, bike share, Q-Line/Transit for shorter trips in same area. Currently, there are several different apps or online resources that provide some of this information, but the goal is to provide everything integrated and in one place.
- **Provide/Enhance wayfinding to, from, and through parking garages and surface parking lots and to major destinations.** Improvements to wayfinding and signage will help motorists using off-street parking find their destinations more easily. These wayfinding signs should incorporate distances and information regarding the Q-Line and bike share as well.
- **Utilize variable messaging and real time information to direct people quickly to available parking.** These signs can reduce the amount of time that motorists search for spaces and the related congestion. This information can also be linked to a mobile app.
- **Encourage walking, bicycling, and shared mobility Travel Demand Strategies for employees to reduce single occupancy vehicle use** Example strategies include providing free or reduced bus passes, providing locker rooms and showers for bicycle commuters, helping establish carpools, etc.
- **Fully implement the bicycle counting program and establish a pedestrian counting program.** This will assist the City in getting baseline and comparison counts to better understands needs in the area and ways to better

integrate mobility options. This would also help to supplement the annual Wichita Area Metropolitan Planning Organization bicycle and pedestrian counts.

ECONOMIC DEVELOPMENT STRATEGY DISCUSSION

Strategy 9 is included in the Plan to help support key elements from the Vision statement including, "Build Dependable Infrastructure" and Grow our Economy":

- **Strategy 9:** Use strategic investments from the Parking Fund to support private development and investment to the benefit the community

Background Discussion

In June of 2012 the Wichita City council adopted a resolution (Resolution 12-126) that established a framework for evaluating investment opportunities for downtown public parking infrastructure projects. The resolution included the following criteria for consideration:

a. Supports the development of Strategic Public Parking Infrastructure through the strategies identified in Project Downtown
b. Supports development of a Project Downtown Catalyst Site
c. Is consistent with Project Downtown District Framework
d. Increases supply in an area with high parking occupancy, as identified by the Downtown Wichita Parking and Mobility Master Plan
e. Supports the development of a mixture of uses that can effectively share parking spaces and maximize the hours per day each parking space is used
f. Supports development of vacant or underutilized properties
g. Provides parking for public facilities and events
h. Is economically efficient, including the cost of construction per parking space and on-going operations and maintenance costs
i. Includes participation of the private sector in making an investment in the cost of construction and on-going operations
j. Provides a positive return on public investment in parking infrastructure by leveraging private-sector investment in redevelopment of surrounding properties
k. Integrates with transit, walking, and bicycling and the Project Downtown Transportation Plan and Downtown Parking and Mobility Management Plan

In general, the text of the resolution is in line with industry best-practices, including the desire to leverage parking investments to encourage new development (items f and j) and promote efficiency through shared-use (item e). However, the resolution does not go into specific details on how the infrastructure projects would be funded, or to what extent the Transportation Fund would be involved with debt re-payments, management, and maintenance of the assets after they are developed.

The purpose of this policy recommendation is the further define and clarify the role that the Parking fund may play in future infrastructure and development opportunities.

State of Practice

For most commercial development parking is viewed as a loss-leader, meaning that the cost to build and maintain parking infrastructure, especially garage parking, is greater than the revenue generated by those spaces. (Exceptions include larger airports, event venues, and urban areas where monthly rates are very high.)

As a result, cities are often asked to participate in the cost of new development (and redevelopment) by directly or indirectly funding parking. Common vehicles for these deals may include the municipality providing land at a reduced cost, participating in the financing of new garages using general obligation bonds, setting up tax-increment (TIFF) or urban renewal districts or other mechanisms, committing to long-term leases, buy-back agreements, and/or building the new infrastructure outright.

In many instances, the value of these types of deals ends up benefitting the private entity more directly than the public agency. Also, the placement and massing of the new parking facilities may not entirely work in favor of the overall parking and transportation management goals of the city. In other cases, these deals can set a precedent that is difficult to maintain across all facets of development, and create an un-level playing field between business interests.

On the other hand, the economic benefit of certain catalyst site development projects can be substantial. Additionally, there may be times where the development of a new lot or garage can equally address interests of the municipality and the business community. This can be the case when new garages are built specifically to allow for high-density mixed-use development to occur, such as in the Old Town district, or where the demand for public parking already exceeds the supply and a new public-private shared-use facility can help to address the deficits.

In general, there are no hard and fast rules for if, when, and how cities should commit parking to help support new development, redevelopment, and infill opportunities.

Recommendation

The Plan recommends that the City create a consistent policy for the City to use when confronted with economic development opportunities, while promoting consistency, and balancing appropriately between different obligations. The Actions presented in this Plan are meant to act as a framework for this policy.

Finally, the Plan recommends that the Transportation Department continue to work with other departments to reduce the barriers to entry for development in the downtown area and other developing districts. Specifically, policies should seek to increase the level of housing development and small retail/restaurant businesses to create vibrant, interesting, walkable neighborhoods. An example of this type of policy would be to reduce or eliminate parking minimums in neighborhoods near to the central business district and to encourage code flexibility for other developing areas.

PLAN PROCESS

PRIOR AND CURRENT PLANS

Over the last 12 years, the City of Wichita and other agencies have completed several studies and plans related to parking, multi-modal access, and transportation. These prior plans were reviewed and discussed with stakeholders as part of the *2019 Wichita Parking and Multi-Modal Plan* to ensure that the current Plan is consistent with the city's on-going objectives:

- Transportation Master Plan 2007
- Downtown Transportation Management Plan 2009
- Project Downtown Plan 2010
- Wichita Bicycle Master Plan 2013
- Wichita Pedestrian Master Plan 2014
- Wichita-Sedgwick County Community Investments Plan 2015
- Transit Sustainability Plan 2016

In response to the prior plans, the community adopted (or is implementing) many of the key recommendations. From the parking plans, this included the creation of the Downtown Parking Fund (a.k.a. Parking and Multi-Modal Fund) to track revenues and expenses for city-managed parking assets. More recently, the Transportation Department was created with the express intent of implementing a more comprehensive approach to mobility options and to oversee the Parking and Multi-Modal Fund.

Many of the prior plans contain solid recommendations based on industry best practices. However, the more recent multi-modal plans sometimes lack sustainable funding sources. This has led to community and stakeholder discussions on how the transportation programs should be organized and which multi-modal priorities might be handled through

the Transportation Department. One long-range goal of the Plan is to ensure that the Parking Fund becomes more consistently revenue positive, allowing revenues to be re-invested into a variety of effective multi-modal programs to increase access to and within various neighborhoods.

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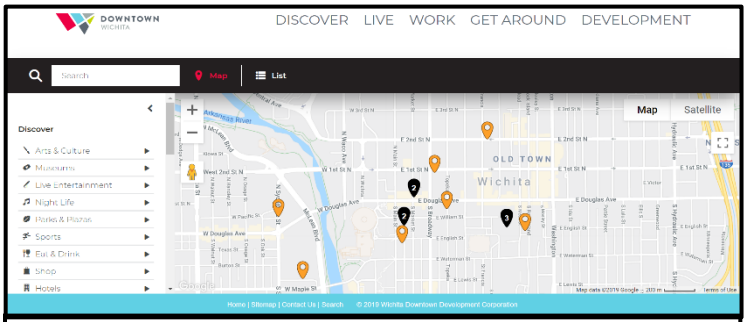
DOWNTOWN REVITALIZATION

There are many reasons for optimism regarding community growth and development and specifically, the outlook for the downtown and adjacent neighborhoods. Some of the more recent changes and investments to these neighborhoods are listed below:

- Catalyst site and other major developments under construction including the ballpark project, Naftgzer Park, Spaghetti Works, Cargill, and others
- Q-Line trolley route changes which have increased ridership and convenience,
- A transit plan to connect downtown communities more directly to Wichita State
- Re-tenanting of buildings and development along Douglas Avenue
- Growth in the number and quality of downtown and near-downtown residential units
- Successful bike share and a proposed scooter-share program



Interactive development lists and map available at:
https://downtownwichita.org/

- Significant opportunities for investment in areas such as the Douglas Design District
- Successful implementation of several transportation and multi-modal pilot projects
- Strong community voices and advocacy groups
- Increased desire to promote connectivity between neighborhoods

These projects and trends have resulted in a renewed interested in development and redevelopment activity and an increase in the population density and vibrancy in the downtown. Consistently, members of the Steering Committee and various stakeholder groups have expressed a need for a more consistent approach to parking and multimodal policy to leverage these developments and incentivize further investment opportunities.

DEVELOPMENT OF THE PLAN

In total, development of the Plan was envisioned to take roughly 50 weeks, with additional time budgeted for community review and council adoption. Our data collection efforts started in Spring and Summer 2018 with a projected final report completion date no later than September 2019. Information related to Plan process, schedule, public outreach efforts, Steering Committee involvement, and interim deliverables has been posted to the plan website throughout the process: https://www.wichita.gov/Parking/Pages/Multimodal.aspx

The previously stated Plan goals were achieved through the completion of the following five tasks. The Plan is generally organized to report on the outcomes of these tasks, though Community Engagement is considered a critical element to the other Plan areas and therefore, is presented early in the document.

1. Condition Assessment and Data Collection

This task entailed collecting detailed parking system data including inventory, usage, condition, and general observations for all city-managed lots and garages and on-street parking facilities within the study area. Privately-owned facilities that regularly offer public (pay) or commercial parking were also surveyed. This effort is designed to provide a clear understanding of current parking conditions and to evaluate any shortcomings—localized or systemic. The effort will also help confirm where parking shortages may be a matter of supply deficiencies as opposed to perceived inconvenience and/or issues that might be solved by policy changes.

2. Policy Overview

This Plan's policy review covered several steps including a review of both published parking and transit information and a series of focused interviews with Technical Advisory Committee (TAC) members. The interviews were used to better understand how the system is administered, financed, and enforced, and identify what is working well and possible areas for improvement. Next, the planning team engaged stakeholders--the City, the Steering Committee, neighborhood groups, and the Technical Advisory Committee--to help set high level priorities and a Vision Statement for the Plan.

3. Community Engagement

Input from the community was collected through several different avenues, explained in detail after the introduction. This input is directly relevant to, and included in, both the identification of key issues and the strategies for implementation. Specific areas where community feedback was applied include the following:

- The Vision Statement for the Plan including goals, objectives and strategies;
- Top community priorities and objectives as they relate to Policy and neighborhood specific implementation;
- Interest in (and willingness to adopt) newer technologies; and
- Decisions regarding parking price, availability, and convenience; these are framed in the context of possible trade-offs between priorities.

4. Recommendations to Address Community Needs

To differentiate this task from prior tasks (such the policy review) that look at philosophical objectives, this task went a step further and added specific strategies and prioritization to the recommendations. Trade-offs between the different priorities are discussed, and the ways in which each strategy supports the Vision Statement are clearly documented. As part of this task, the project team reviewed different best practices and strategies with the Steering Committee, to create an active dialogue on what might work best for different neighborhoods. Examples of the questions that were resolved include:

- Can the parking and multi-modal systems be made to function more efficiently, such that more person-trips can be accommodated without building additional parking infrastructure?
- Likewise, how can customer service and public perception of the system be improved?
- What infrastructure and policy improvements are needed to meet these goals?
- How can multi-modal connectivity be strengthened? For example, can the parking infrastructure be better linked to existing and future pedestrian, bicycle, and public transportation networks?
- Can parking management practices be improved to better balance parking supply and demand?
- Are there opportunities to apply transportation demand management (TDM) strategies to reduce the reliance on single-occupancy vehicles?
- Are there any low-cost options to improve the system now?
- What are the long-term capital expenses that are needed to fund future infrastructure and policy changes?
- What are the long-term considerations related to TNC's (such as Uber and Lyft) and to AVs (autonomous vehicles) that should be incorporated now, from either a policy or an infrastructure perspective?

5. Implementation Strategy

The implementation section of this Plan includes refined, program-level, action items and cost estimates for each step of implementation, along with dates, key milestones, responsible parties, and performance criteria to measure results. Pilot programs and other interim steps were included in the Implementation Strategy. Possible funding options and/or partnerships for larger capital expenses were identified and explored in more detail. Items included in the Implementation Strategy include:

- Parking operations, policies, and enforcement, including technology
- Organizational structure and finance
- Asset management
- Connectivity, including, multi-modal and TDM program recommendations
- Economic development policy recommendations

PUBLIC INPUT – ADDITIONAL DETAILS

The community engagement strategy for this Plan is intended to achieve a set of broader goals including:

- Identify key city-wide and neighborhood specific Transportation challenges,
- Allow the community to help identify and rank priorities,
- Gauge interest in possible solutions, including policy changes and technologies,
- Provide education on what strategies are effective in other communities, and
- Keep the public informed on the Plan progress and milestones.

Four distinct groups were envisioned for the outreach process including a Steering Committee, a Technical Advisory Committee, external stakeholder groups, and the community at large. The following sections describe feedback from these groups, at a high level, but more detailed and comprehensive notes are included in the appendix.

STEERING COMMITTEE

At the start of the project, the planning team developed a Steering Committee roster, comprised of representatives from various community institutions and organizations that would be most interested in Transportation issues. Steering Committee representatives were asked to be liaisons to their various organizations and influenced the project by discussing and ratifying the Vision Statement and key recommendations from each section of the Plan. Feedback from the Steering Committee was recorded for each of our six meetings and is posted to the project website.

Steering Committee members and affiliations are listed below.

Table 1: Steering Committee Members

Steering Committee Representatives	
Name	Organization
Dave Burk	Old Town Association
Cindy Claycomb	Council Member - DAB VI
Raymond Dondlinger	Wichita Chamber of Commerce
Joe Johnson	Planning Commission
Lance Minor	Delano Neighborhood
John Potts	Wichita Chamber of Commerce
Michael Ramsey	Community Member
Moji Rosson	Transit Advisory Board
John Rupp	Wichita Downtown Development Corporation
Susie Santo	Visit Wichita
Tom Scanlon	Council Member - DAB I
Larry Webber	Wichita Downtown Development Corporation
Zach Wiggins	Community Member

TECHNICAL ADVISORY COMMITTEE

The Technical Advisory Committee (TAC) includes city employees and contractors who have direct involvement with managing aspects of the current parking and multi-modal system including enforcement, finance, transportation and mobility, and asset management, among other topics. Members of the TAC group are listed on the acknowledgements page.

The purpose of the TAC was to convene at key project milestones, alongside the Steering Committee, to offer technical insight on project progress. Additionally, the TAC served as the source for several ad hoc working groups on specific topics, to be discussed separately from the Steering Committee to encourage an open discussion of pros and cons of different strategies. Working groups consisted of several city staff members and several technical advisors from the consultant team. Working group topics included:

- Parking operations and enforcement
- Administration and finance
- Asset management
- Planning and policy
- Parking connectivity and mobility

In addition, this area of outreach included one-on-one and small group meetings with senior staff members (such as the Assistant City Manager and City Manager) to discuss general thoughts, key issues, process hurdles, and other topics on an ad-hoc basis.

STAKEHOLDERS

Several groups of stakeholders were engaged directly with smaller neighborhood-specific meetings held over a two-day period. Meeting attendees included residents and business owners. Several groups, including the downtown stakeholders meeting were broadly advertised, though in general, most of the community-based stakeholder groups engaged with 4 to 12 members at a time.

The objectives and outcomes from these meetings are discussed below.

Downtown Stakeholder Meeting: This meeting included a formalized presentation and polling session with downtown business owners, property owners, and others as identified by the City, intended as an initial “temperature gauge” for key issues and priorities of this unique group.

Stakeholder Focus Group Meetings: These meetings included business owners, residents, employees, institutional leaders, and other community members identified by the City. These meetings were primarily informal, discussion-based groups, intended to understand the unique perspectives held by these community stakeholders and begin to vet potential solutions and recommendations. The focus groups included between 4 and 12 attendees, diverse in background and perspectives.

MEETINGS:

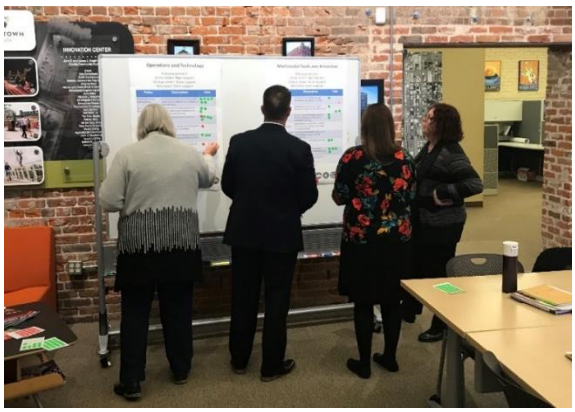
Category	*Date*	*Location*
Old Town Focus Group	Wednesday, November 7, 2018	151 N Rock Island, Suite 1A
Douglas Design District Focus Group	Wednesday, November 7, 2018	151 N Cleveland St
Delano Neighborhood Focus Group	Wednesday, November 7, 2018	117 N Handley St
Downtown Stakeholder Focus Group	Wednesday, November 7, 2018	507 E Douglas Ave
Wichita State University Focus Group	Thursday, November 8, 2018	777 E Waterman St
Neighborhood Association Focus Group	Thursday, November 8, 2018	2202 E Douglas Ave

Across all six focus groups, a total of approximately 40 people attended and participated. A summary of topics discussed at each focus group is included below. Each group was asked a series of questions including the following list, along with general responses. More detailed and comprehensive responses are included in the Appendix.

A. What is working well now (regarding Transportation)?

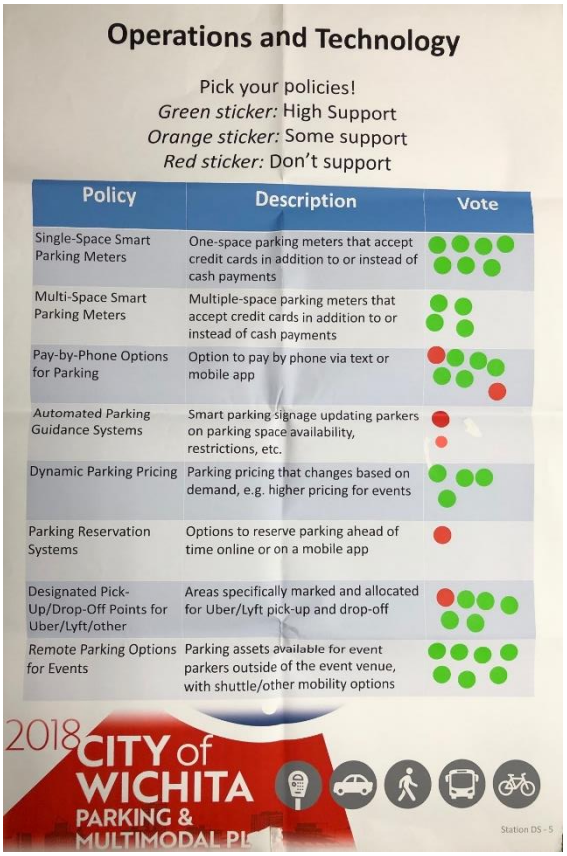
a. Development in Old Town has been growing, and local business can thrive there.
b. Q-Line has been reintroduced, but it needs to be more consistent to avoid confusion.
c. Bikeshare has been added to the Douglas Design District, but there needs to be bike lane infrastructure added.
d. There is ample parking in the Douglas Design District.
e. The Delano area should hold off on other priorities until more is known about the catalyst site and ball field.
f. With the right technology, reasonably priced paid parking may be beneficial in the Delano neighborhood.
g. Individuals from the Neighborhood Associations are excited about scooter and bike options.
h. Stakeholders from Wichita State University (WSU) are seeing a range of transit options being used like busing, bicycling, and ZipCars, and are happy with parking enforcement technology.

B. What are some areas for improvement?



a. Many groups indicated that there is a need for maintenance and infrastructure upgrades across transportation and parking. Ideas include improved signage and technology (including mobile apps and smart meters), cleaner, brighter, and upgraded parking structures, bike lane infrastructure, etc.
b. The public may not be aware that public parking garages are free to use.
c. Changes to zoning code were brought up in some groups, including parking exemptions in some areas, shared parking possibilities, and residential permit zones in others.

d. Paid parking is currently confusing for some because of competing apps that need to be consolidated.
e. Transit frequency was reported as inconsistent and infrequent.
f. Some parking garage entries are difficult to locate, and some garages are closed at night.
g. There are perception issues downtown, in that people do not want to use the parking structures or do not know these are free, and do not want to walk long distances from parking to their destinations.
h. Employees tend to use the most convenient parking downtown for the bulk of the day.
i. There needs to be consistency about how parking is managed, and parking fees should reflect convenience and demand.
j. Downtown stakeholders indicated that some issues with downtown include a lack of conveniently-located parking for customers or employees, not enough transit, bike, or pedestrian options.



C. How do you envision the future for your neighborhood?

a. Old Town and Downtown stakeholders would like to see Uber and Lyft pick-up and drop-off points.
b. More convenient parking meters would be a welcomed improvement to many groups.
c. Delano neighborhood stakeholders would like to see a bike path along the rail corridor, as well as improved pedestrian access throughout the area.
d. Delano neighborhood stakeholders also discussed extending the Q-Line to Meridian.
e. Stakeholders from WSU foresee demand for more diverse transportation options as WSU attracts more out of state students.
f. WSU stakeholders would also like to see more bicycle connectivity to Downtown.
g. Stakeholders indicated that residential parking permit systems around WSU could be beneficial to encourage students to park on campus, or use other transit means.
h. Many groups indicated that Wichita is a good environment for biking and would like to see better bicycle infrastructure to support what could be high demand.
i. Downtown stakeholders indicated that they would like to see users of parking facilities, like visitors, residents, employers, etc. to fund the parking system through revenues generated by end-user payments.
j. Downtown stakeholders would also like to see technology upgrades to parking payment options, remote parking options for events, and real-time transit displays.

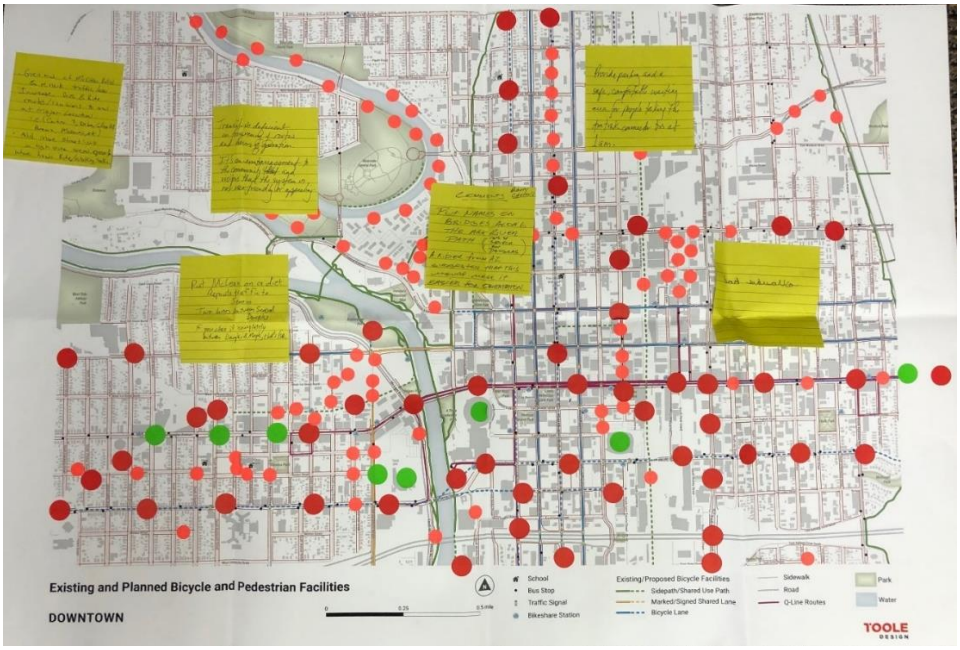
COMMUNITY AT LARGE

The first open house event for the Wichita Parking and Multi-Modal Plan was held on November 8, 2018 – from 5 pm to 7 pm at the Wichita Art Museum. Approximately 25 participants attended the event. The meeting provided Wichita residents and stakeholders an opportunity to provide input on parking and multi-modal transportation; and to learn more about the planning initiative.

Participants had the opportunity to learn about the relative costs for a variety of parking infrastructure and other City infrastructure (i.e. fire trucks, etc.). Participants were also able to share and discuss thoughts on public parking and transportation in Wichita in the year 2030. The general feedback was that Wichita would benefit from investment in new technology. Participants liked the idea of being able to pay for parking via credit card and/or mobile app.

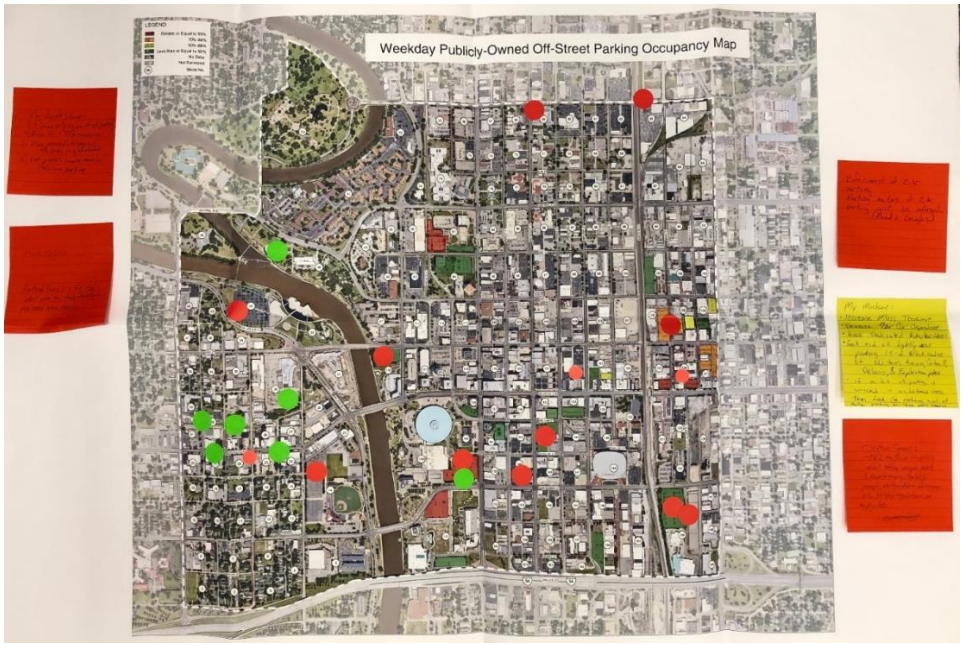
Participants were asked to place red stickers in areas where they desired bicycle facility improvements, orange stickers where they desired pedestrian facility improvements, and green stickers where they desired public transit improvements. Note that in some cases, patrons chose to place stickers in areas where improvements are already planned but not yet completed.

Public Comments on Bicycle Facility Improvements Map



Participants were also asked to place red stickers where they desired to see more active uses and fewer surface parking spaces, orange stickers where they desired increased turnover through policy changes/enforcement, and green stickers where they desired more parking.

Public Comments on Parking Issues Map



ONLINE SURVEY RESULTS

From August through December of 2018 an online survey was advertised, utilizing the SurveyMonkey platform to collect input on parking and multi-modal challenges and opportunities (such as the Q-Line and bike-share network) within the city. All members of the public, including visitors, employees, employers, and residents, both inside and outside of downtown Wichita, were invited to take the survey. Survey questions were generally organized around several downtown "core" districts as shown below, though some parts of the survey also focused on border access issues for areas outside of the downtown.

In all, the survey generated nearly 900 responses. Survey results and trends were analyzed by the planning team to determine which parking management, policy, and infrastructure recommendations were likely to have the broadest impact on the public's perception of the system.

The following are key results and takeaways, as well as other items of note, from the survey. These responses will be considered and incorporated into future parking policy recommendations.

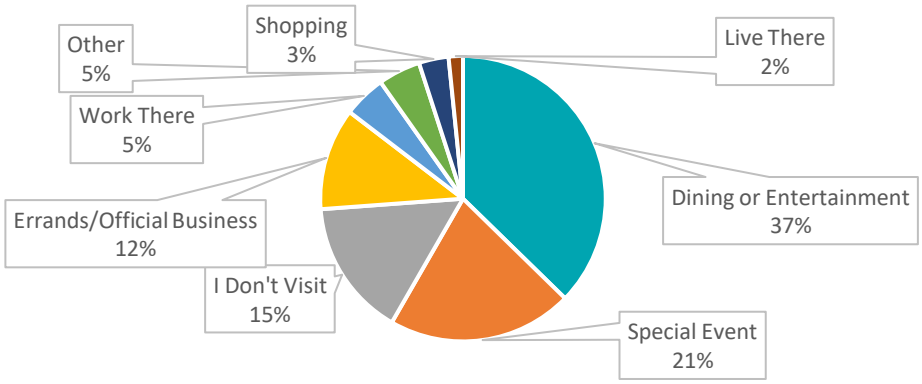
Experience by District

Most districts featured a diverse mix of reasons that respondents visited the various districts. However, there were some notable outliers:

- Dining and entertainment were the most common reason to visit for the majority of respondents for the Delano Core and Old Town Districts.

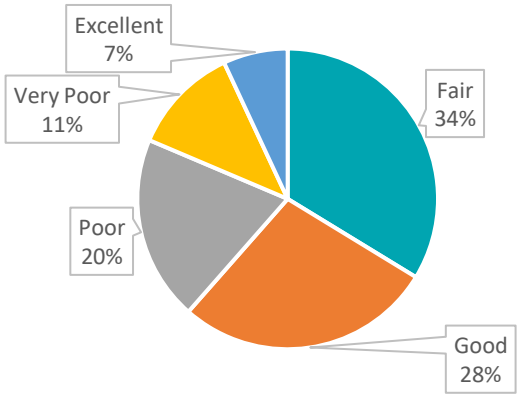
- Special events were the most common reason to visit the Century II District, and notably, most respondents also stated that they did not have a reason for visiting the WaterWalk District.

Most Common Reason to Visit Averaged Across All Districts



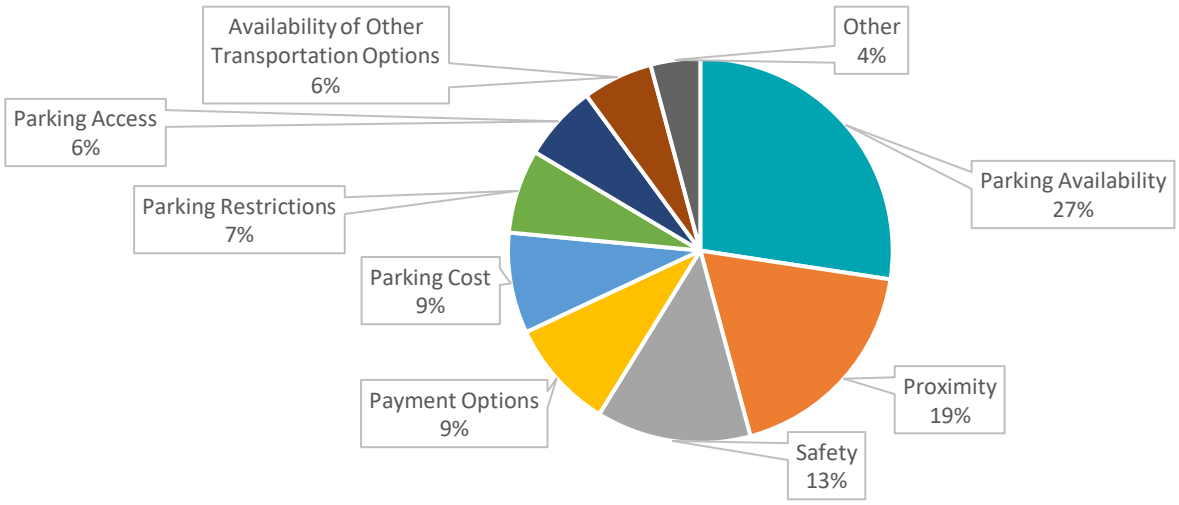
All districts were rated by most respondents as "fair" with regards to Transportation except for WaterWalk, which was rated "good." For the districts rated "fair," all but one featured "good" as the second most common response. "Excellent" was by far the least common response for all districts except WaterWalk.

Transportation Ratings Averaged Across All Districts



Respondents rated districts at or below a "4" (good, fair, poor, or very poor) for a variety of reasons, but a lack of parking availability was cited as the most common reason for all districts with lack of proximity to the destination as the 2nd most common reason for all districts. Safety was typically the 3rd most common reason cited, with the notable exception of the Century II District, where a lack of payment options was cited as the 3rd most common reason.

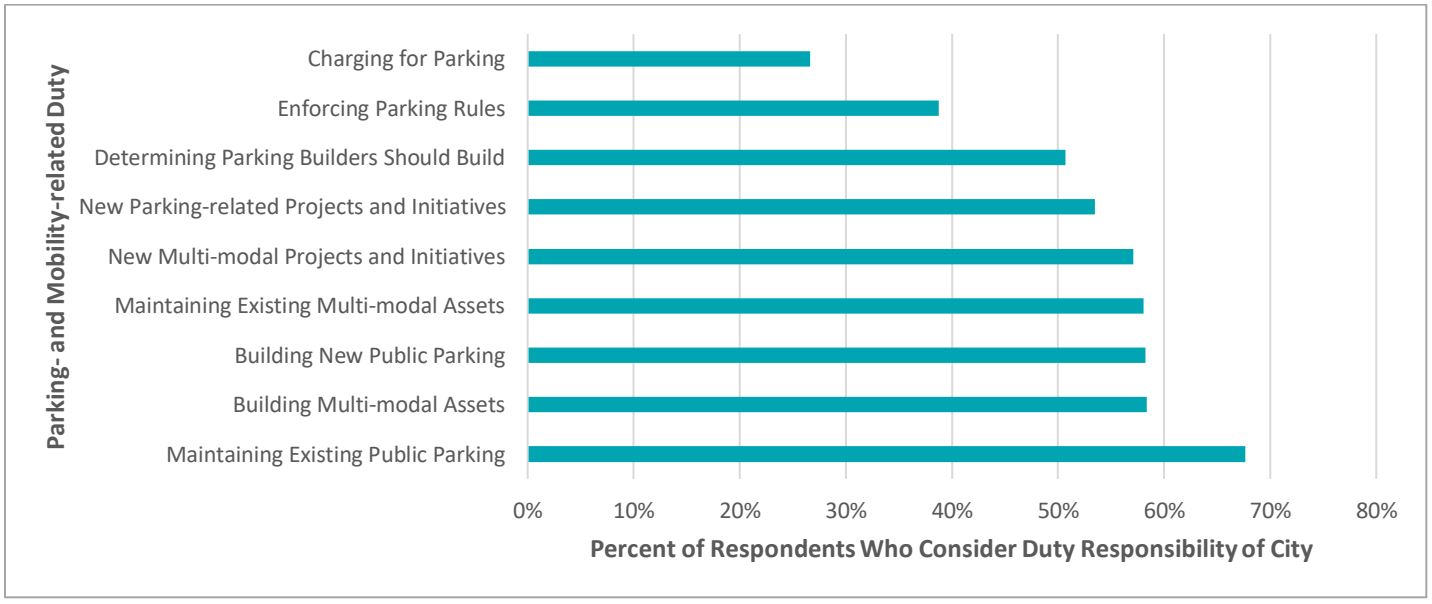
Most Common Reasons for Poor Transportation Averaged Across All Districts



Transportation City-Wide

Respondents were asked about what parking- and mobility-related duties the city should be responsible for.

Parking- and Mobility-Related Duties for Which City Should be Responsible



Areas of Concern for Transportation

A wide variety of responses emerged when people were asked to discuss in their own words their thoughts on areas of the city where they feel that parking and/or mobility issues exist. A word frequency analysis was conducted, and a few themes emerged from the 244 answers provided for this question.

Downtown: 14% of responses included "downtown." Though downtown was cited as the most problematic area in terms of Transportation issues, respondents were evenly divided about whether parking specifically is a problem, with about half saying it is and half saying it isn't, or even explicitly stating that there is, if anything, a glut of parking. Mobility issues commonly cited included complaints about angled parking and poorly designed bike lanes.

City-Wide: "Wichita" was mentioned in 11% of responses. Lack of bike lanes, lack of adequate public transit outside of downtown, and streets not conducive to pedestrian activity (too wide, poor or no sidewalks, et cetera) were the most common city-wide issues cited.

Douglas: About 10% of responses included "Douglas." Pedestrian and bicycle mobility were almost universally cited in these responses, with frequent complaints about unsafe pedestrian crossings in the district.

Clifton Square: 5% of responses discussed "Clifton Square." Mostly, respondents felt there was occasionally an inadequate amount of available parking during busy times.

WSU: 4% of responses cited "WSU [Wichita State University]" as a problem area. Mostly the concern was a significant lack of available and discoverable public parking for the university, though bike and pedestrian connectivity and continuity issues were also cited.

Delano: 4% of responses cited the "Delano [District]." The most common concern was a lack of available parking.

Impression of Multimodal Options in Downtown Wichita

Finally, respondents were asked to give their overall impression of multi-modal options that are currently available in the downtown area.

30% of respondents mentioned the word "**bike**." Overall, a slight majority of residents were happy with the improvements to bicycle infrastructure that have been made, and most felt that the city should and could be doing even more in this area. Most respondents expressed satisfaction and praise for the Bike Share ICT system. A notable minority, however, felt the opposite, that bike infrastructure is unnecessary and a waste of valuable municipal funds.

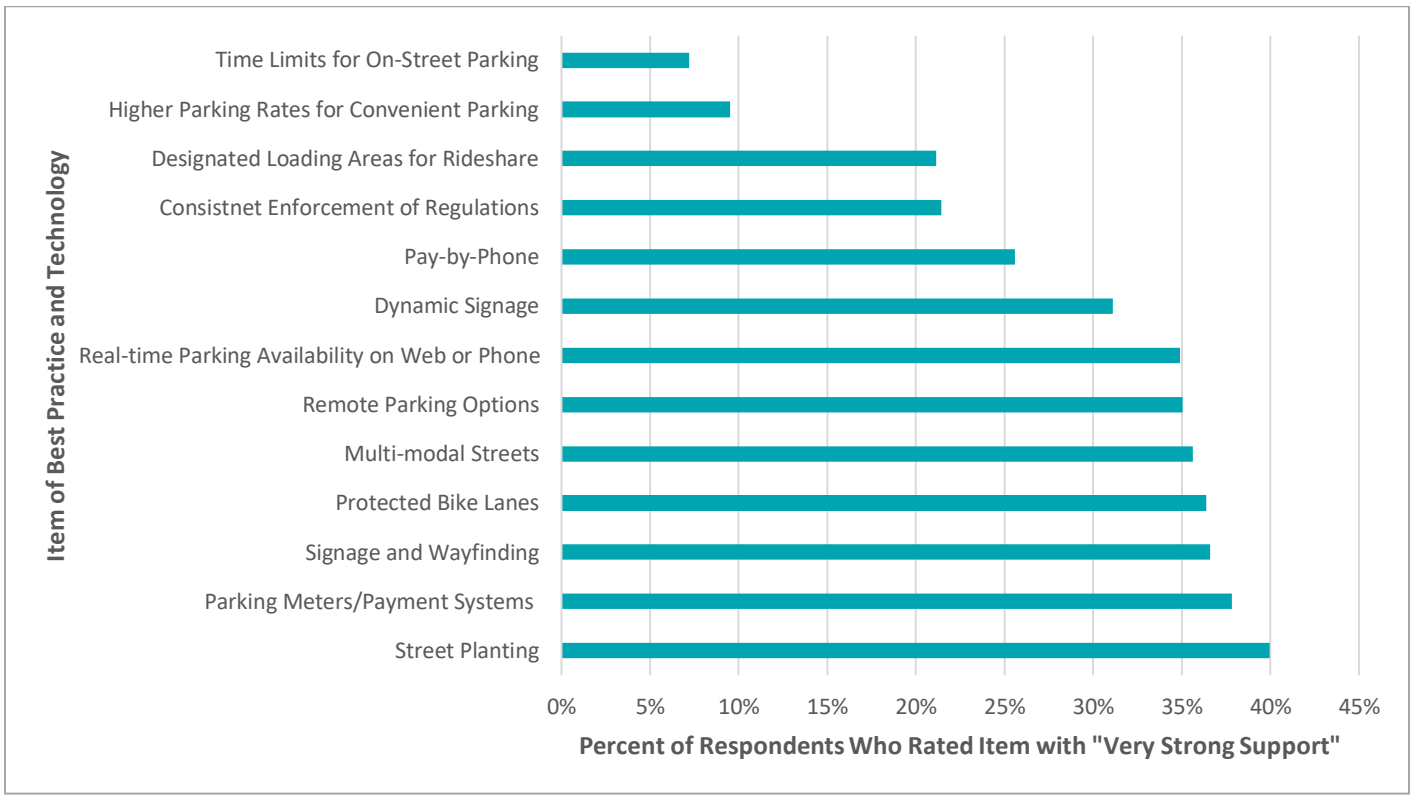
Respondents expressed significant praise for the **Q-Line**, which was mentioned in 25% of responses. Almost everyone who mentioned the Q-Line had positive things to say about it and that it was a valuable and useful transportation asset in the city, with a few suggesting that the line should be expanded. Even those who criticized Wichita Transit overall (mentioned 31 times), and who said they don't typically use transit, typically had positive things to say about the Q-Line.

Notably, phrases such as "getting better," "great start," "improving," and "moving in the right direction" were used in a combined 15% of responses, indicating that many respondents felt that **multi-modal options and infrastructure are indeed improving in the city**, even if they felt that more could be done. Only about 4% of respondents used words such as "poor," "dangerous," or "not convenient" to describe their multi-modal options.

PREFERENCES FOR PARKING BEST PRACTICES AND TECHNOLOGIES

Respondents were presented with 12 options for parking best practices and technologies and asked to express their level of support for each one.

Most Popular Preferences for Parking Best Practices and Technologies Ranked by Level of "Very Strong Support"



The last question of the survey asked for people to describe parking practices that they've seen in other communities that might work well in downtown Wichita. Here, "**parking garages**" emerged as a clear theme, with almost 20% of respondents discussing in some capacity. Out of those who mentioned "parking garages," most said that Wichita needs more structures and fewer surface lots, though a significant portion of those who mentioned "[parking] lots," 15%, said that lots should be free or, if they are pay-to-park, should feature expanded payment options.

CONCLUSIONS

As would be expected, there are many priorities for the Plan, some of which varied by neighborhood or by stakeholder group. On a whole, many people believe that building more parking is a key solution, though the planning team was also surprised to find that many of the neighborhood groups favored most active management of the existing resources (including a positive attitude toward parking meters and other pay solutions), over building new garages.

Outside of building more assets, several common themes occurred, much of them related to investment of resources into a few key areas. Given the responses from the public survey, and various stakeholder groups, the team concluded that the public is seeking a greater level of investment in the following aspects of the Transportation system:

- More money should be spent on maintaining the physical infrastructure including the condition and appearance of public lots and garages,
- Greater re-investment is desired in mobility options (bike lanes, etc.), signage and wayfinding, and streetscape improvements,

- The community is very excited about the redevelopment that has been occurring and would like to see Transportation policies that encourage and support additional development.
- On a whole, most business owners and residents are receptive to new technologies including payment systems that accept credit cards.

The key takeaways above are taken into consideration for the strategy implementation section of this Plan.

2019 CITY of WICHITA
PARKING & MULTIMODAL PLAN

SUPPLY / DEMAND ANALYSIS

INTRODUCTION

This Chapter of the Plan is intended to provide detailed analysis of the current parking supply, demand, and adequacy conditions within the core study area, as defined for the 2019 *Wichita Parking and Multimodal Plan*, based on data collected June 11 – June 16, 2018. The findings and observations presented in this analysis helped form the parking management and policy strategies for the overall Plan.

One of the key elements of the *2019 Wichita Parking and Multimodal Plan* (the "Plan") is the Conditions Assessment / Data Collection task as outlined in Section 3 of consultant's scope of work. This task is important to understand existing parking system usage so that policy recommendations can be firmly rooted in analytical data.

This task entails collecting detailed inventory, usage, turnover, and characteristic data for all city-managed lots and garages and on-street parking facilities within the study area, and privately-owned facilities that regularly serve a business purpose – such as customer and employee spaces. This effort is designed to provide a clear understanding of current parking conditions and to evaluate any shortcomings—localized or systemic. The effort will also help confirm where parking shortages may be a matter of infrastructure deficiencies as opposed to perceived inconvenience and/or issues that might be solved by policy changes.

The study area for this effort is designed to mirror the data collection zones from the 2007 and 2009 parking plans so that current conditions and past conditions can be compared objectively. However, the updated Plan will pay close attention to the actively managed zones and areas where development is occurring. These zones include the Government District, Old Town, Delano, Century II / Riverwalk, Arena District, and the Douglas Ave. corridor (from the river to the Railroad tracks).

Data for this analysis was collected on Monday, June 11 through Saturday, June 16, 2018. The consultant team collected data during a typically busy week during the summer months. However, it should be noted that even in a perfectly designed study, the data collected only represents a snapshot in time and does not reflect the dynamics of changes that can (and will) occur in the study area both before and after the study is concluded.

Several terms in this section are parking jargon and may not be readily understood by the reader. Definitions of these terms appear below.

DEFINITION OF TERMS

- *Demand* – The number of spaces required to satisfy visitor, employee, and resident needs on a given day.
- *Demand Generator* – Any building, structure, business, or attraction that brings individuals into the study area, thereby increasing parking demand and occupancy.
- *Drive Ratio* – How people travel to a destination, listed as a percentage. Typical travel modes include private automobile, carpool, bus, or walking.
- *Effective Supply* – The inventory adjusted by the optimum utilization factor.
- *Inventory* – The total number of parking spaces counted during survey day observations within the study area.
- *Occupancy (Counts)* – The number of vehicles observed parked on a survey day.
- *Optimum Utilization Factor* – The occupancy rate at which a parking supply operates at peak efficiency. This factor allows patrons to spend less time looking for the last available spaces and allows for the dynamics of vehicles moving in and out of spaces. It also allows for spaces lost to poor or improper parking, snow removal, derelict vehicles, and spaces lost for repair.
- *Parking Adequacy* – The difference between parking supply and demand.
- *Survey Day* – The day that parking occupancy counts were conducted in the study area.

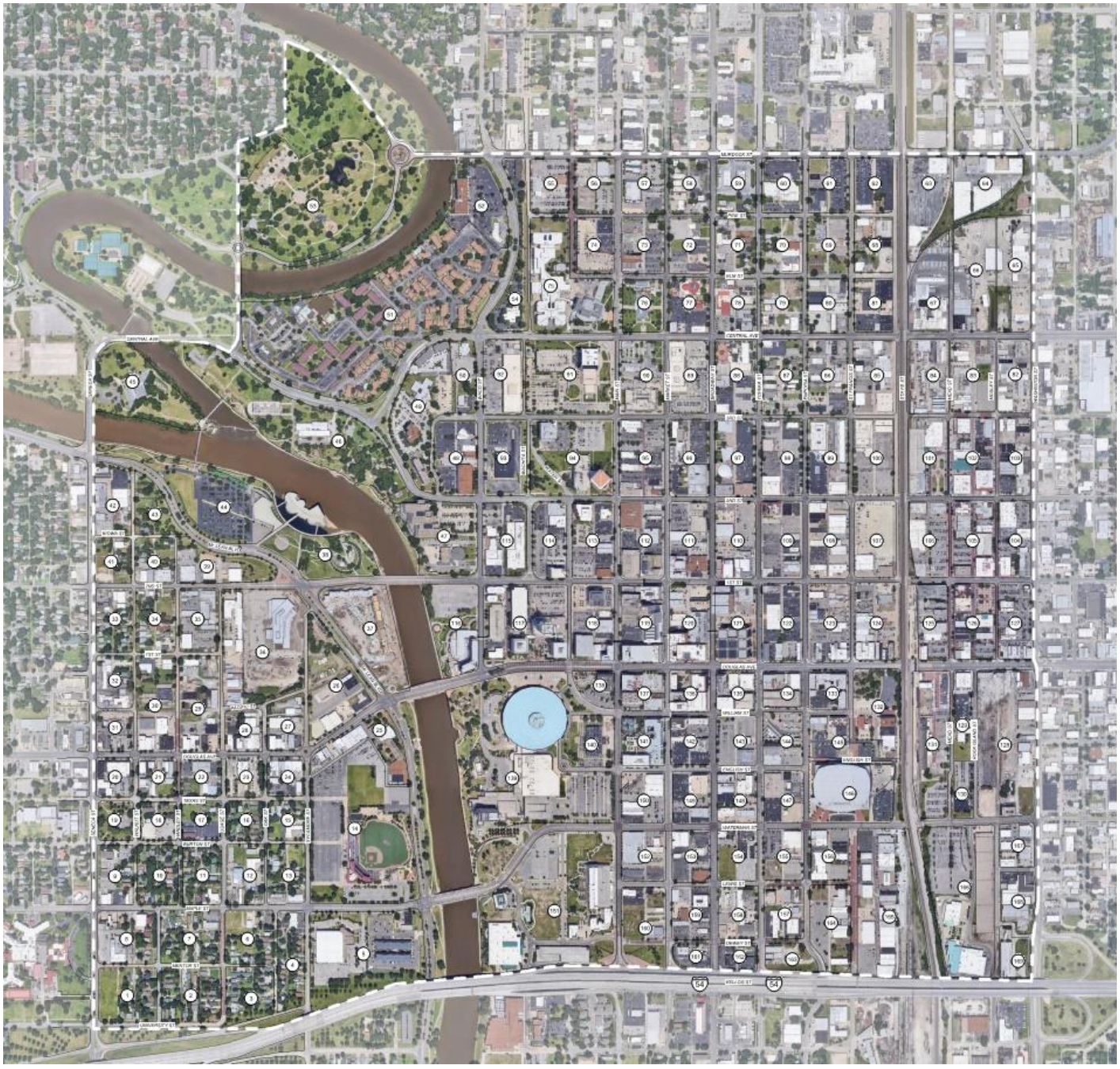
STUDY AREA

The study area consists of approximately 169 city blocks, located in the downtown Wichita, Kansas and generally bordered by Murdock Street to the north, Washington Street to the east, Kellogg Drive (Highway 54) to the south, and Seneca Street to the west. The boundaries are consistent with the study area from the 2007 report (Transportation Master Plan).

The study area contains several small pockets of residential and light industrial areas that are unique in that they are fairly self-contained and do not lend themselves to shared parking. There may, at some point, be a need to provide residential parking permits, which can be covered in policy discussions, but, for the most part, their parking is dedicated to their specific use.

A map of the complete study area is provided in Figure.

Study Area



Source: Google Earth & The Consultant Team Consultants

Larger versions of all maps will be provided in 11x17 format as a Plan addendum, which will be posted on-line.

STUDY METHODOLOGY

The first step in a supply and demand analysis is to quantify the parking supply in the area. Public parking was inventoried and tabulated by block and categorized as on-street, public off-street, or private off-street for the entire study area. The blocks were determined and categorized according to the 2007 report. The parking supply was then adjusted to reflect the effective supply, which is slightly less than the actual parking supply. Effective supply is explained in more detail later in the report.

The next step is to determine the parking demand. To do this, we took parking occupancy counts in the study area, resulting in a tabulation of the physical number of vehicles. We took two weekday counts between the hours of 9:00 a.m. and 3:00 p.m., during the week of June 11th, 2018. Three weekend parking occupancy counts were taken separately for selected districts between the hours of 9:00 a.m. and 9:00 p.m. on Saturday, June 16th, 2018. By comparing the supply with the observed occupancy on a block-by-block basis, we were able to determine the occupancy levels and quantify specific parking demand for each block.

The Consultant Team also noted that no major sporting events occurred during our survey. During the Saturday evening survey, there was a concert at the Lawrence Dumont Stadium. There was also a multi-day conference at the Century II Performing Arts and Convention Center spanning both the weekday and Saturday survey. We assumed the activity associated with these events represents “typical” busy conditions in the downtown, but not “event” conditions.

ORGANIZING THE DATA

Within the 169-block study area, several unique districts were identified, including:

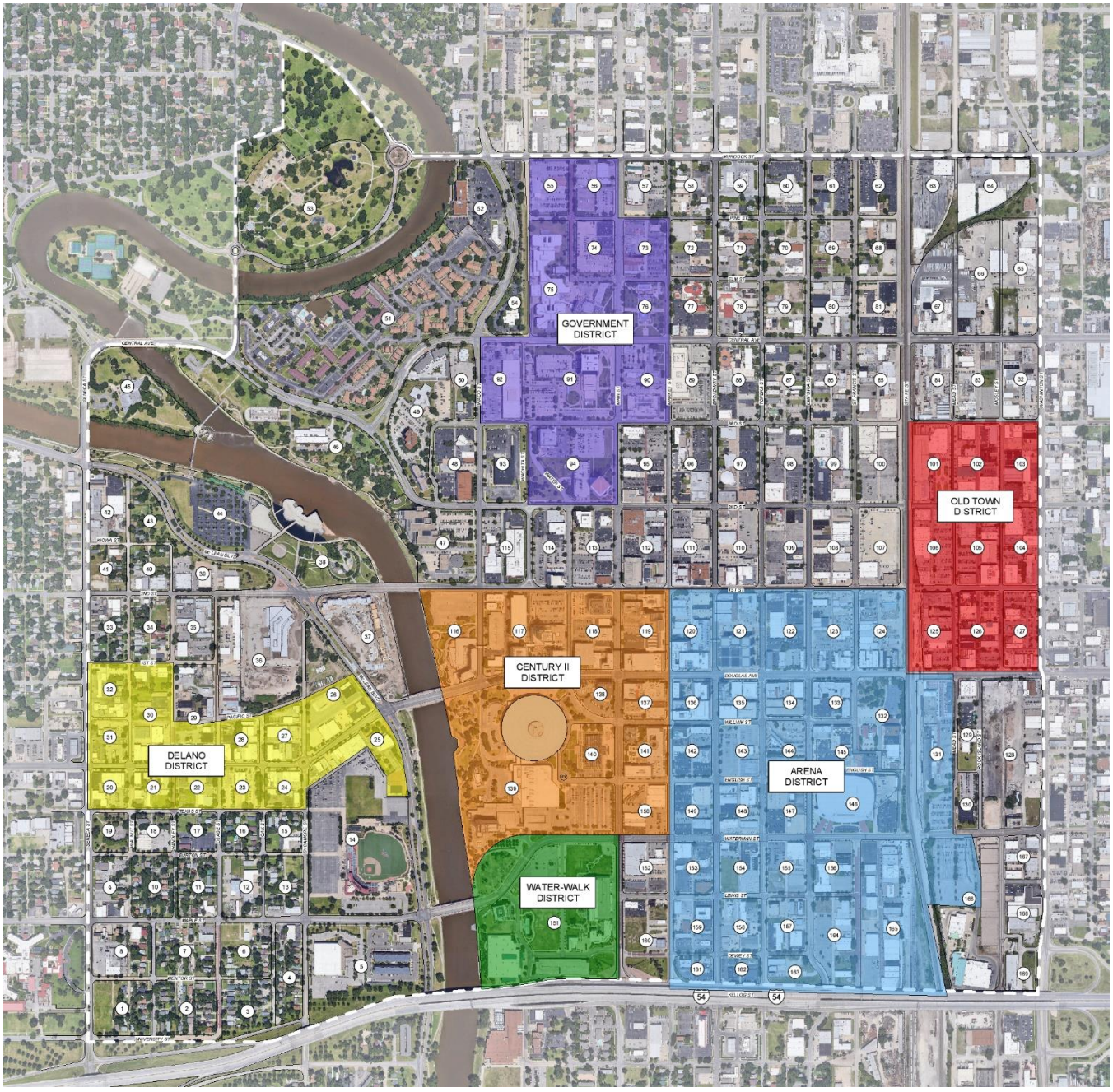
- Arena District
- Century II District
- Delano District
- Government District
- Old Town District
- WaterWalk District

A seventh district, representing the Douglas Ave. corridor is still being assessed.

As discussed above, there were several smaller pockets of residential and light industrial interspersed between these six major districts. Blocks that were primarily residential or industrial were placed in their own categories of “residential” or “industrial” respectively. Blocks that did not fall into one of these categories were classified as “other.”

The figure on the following page depicts the boundaries of each unique district.

Study Area District Map



Source: Google Earth & The Consultant Team Consultants

WEEKDAY CONDITIONS

This section of the report documents our understanding of the current parking characteristics of the study area. The information contained herein serves as the basis for analysis of the current needs of the study area. Included in this section are discussions of parking supply, effective supply, observed parking occupancy, current parking demand, and the dynamics of the parking system.

PARKING SUPPLY

The foundation of a parking supply and demand study is an inventory of the existing parking supply. Parking in the study area is available in several forms. On-street parking is available as: paid; single-space metered spaces; time-restricted only spaces; or uncontrolled spaces. For the most part, on-street parking is signed, and restrictions are marked. However, it should be noted that for some areas, curb markings, and drive lanes versus parking lines are not well marked.

It is important to maintain on-street parking areas with fresh paint, maintained curbs, working meters, and good signage, as parking is often the first experience for a visitor to the downtown area.

Off-street parking is available in both surface lots and garages. Public off-street parking facilities included both publicly owned facilities, and publicly available parking facilities. Publicly available refers to lots and garages that are privately-owned, but commercially operated. Facilities reserved or signed for an individual business were classified as private off-street. Observations indicate that many businesses offer free parking to their visitors.

Based on the data The Consultant Team collected, there are approximately 33,164 total spaces in the study area. These spaces can be broken up into 4,352± on-street and 28,812± off-street. Of the on-street spaces, 4,282± are open to the public and 70± are available for private or restricted-use, such as on-street reserved and ADA spaces. Of the off-street spaces, 8,406± are publicly available and 20,406± are available for private or restricted use. Table 2 shows the breakdown of the parking supply by district/area.

Table 2: Current Parking Supply by District/Area

District/Area	Public Off-Street	Private Off-Street	On-Street	Total Supply
Arena	2,370	4,005	773	7,148
Century II	1,588	1,150	207	2,945
Delano	0	827	358	1,185
Government	972	2,031	224	3,227
Old Town	1,314	282	346	1,942
WaterWalk	722	12	67	801
Residential	0	974	916	1,890
Industrial	0	1,131	279	1,410
Other	1,440	9,994	1,182	12,616
Totals	**8,406**	**20,406**	**4,352**	**33,164**

Source: The Consultant Team Consultants, 2018

In addition to summarizing the parking supply by type in each zone, The Consultant Team also considered the average parking density per block within each district or general block type. Some of the highest concentrations of parking are in the Century II and Government districts, where there is an average of 300± spaces per blocks. Additionally, while the average spaces per block in the Waterwalk district was the highest of all the zones, it should also be noted that this is due to the Waterwalk being counted as one large block to be consistent with prior studies, rather than being broken down further.

Table 3: Current Parking Density Per Block by Zone

District/Area	Total Supply	Number of Blocks	% of Supply	% of Blocks	Average Spaces per Block
Arena	7,148	32	22%	19%	223
Century II	2,945	10	9%	6%	295
Delano	1,185	13	4%	8%	91
Government	3,227	10	10%	6%	323
Old Town	1,942	9	6%	5%	216
WaterWalk	801	1	2%	1%	801
Residential	1,890	28	6%	17%	68
Industrial	1,410	9	4%	5%	157
Other	12,616	57	38%	34%	221
Totals	**33,164**	**169**	**100%**	**100%**	**196**

Source: The Consultant Team Consultants, 2018

Effective Parking Supply

The inventory of parking within the study area is adjusted to allow for a cushion necessary for vehicles moving in and out of spaces and to reduce the time necessary to find the last few remaining spaces when the parking supply is nearly full. We derive the effective supply by deducting this cushion from the total parking capacity. The cushion allows for vacancies created by restricting parking spaces to certain users (reserved spaces), mis-parked vehicles, minor

construction, and debris removal. A parking supply operates at peak efficiency when parking occupancy is 85 to 95 percent of the supply. When occupancy exceeds this level, patrons are likely to experience delays and frustration while searching for a space. Therefore, the parking supply may be perceived as inadequate even though some spaces are available in the parking system.

As a result, the effective parking supply is used in analyzing the adequacy of the parking system, rather than the total supply or inventory of spaces. Following are some factors that affect the efficiency of the parking system:

- Capacity – Large, scattered surface lots operate less efficiently than a more compact facility, such as a double-threaded helix, which offers one-way traffic that passes each available parking space one time. Moreover, finding the available spaces is more difficult in a widespread parking area than in a centralized parking area.
- Type of user – Monthly or regular parking patrons can find the available spaces more efficiently than infrequent visitors because they are familiar with the layout of the parking facility and typically know where the spaces will be available when they are parking.
- On-street vs. Off-street – On-street parking spaces are less efficient than off-street spaces, due to the time it takes patrons to find the last few vacant spaces. In addition, patrons are typically limited to one side of the street at a time and often must parallel park in traffic to use the space. Many times, on-street spaces are not striped or are signed in a confusing manner, thereby leading to lost spaces and frustrated parking patrons.

After reviewing the study area, we applied an 85 percent effective supply factor for all on-street spaces, 90 percent for all public off-street spaces, and 95 percent for all private off-street spaces. As previously mentioned, the study area contains approximately 33,164± spaces total, before any adjustments. After the effective supply factors are applied to the overall supply numbers, the study area's effective supply is 30,650± spaces. The cushion equates to approximately 2,514 spaces, or seven percent of the supply.

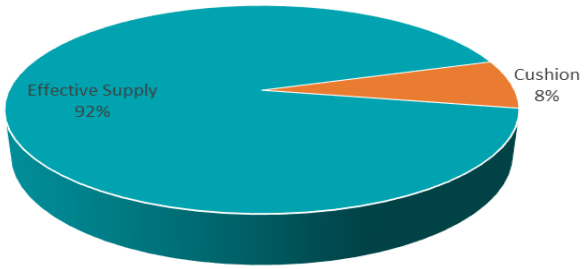


Table 4 shows the supply and effective supply by type for each district/area.

Table 4: Effective Supply Summary

District/Area	Public Off-Street			Private Off-Street			On-Street		
	Supply	Effective Supply	Cushion	Supply	Effective Supply	Cushion	Supply	Effective Supply	Cushion
Arena	2,370	2,133	237	4,005	3,805	200	773	657	116
Century II	1,588	1,429	159	1,150	1,093	58	207	176	31
Delano	0	0	0	827	786	41	358	304	54
Government	972	875	97	2,031	1,929	102	224	190	34
Old Town	1,314	1,183	131	282	268	14	346	294	52
WaterWalk	722	650	72	12	11	1	67	57	10
Residential	0	0	0	974	925	49	916	779	137
Industrial	0	0	0	1,131	1,074	57	279	237	42
Other	1,440	1,296	144	9,994	9,494	500	1,182	1,005	177
Totals	**8,406**	**7,565**	**841**	**20,406**	**19,386**	**1,020**	**4,352**	**3,699**	**653**

Source: The Consultant Team Consultants, 2018

WEEKDAY PARKING DEMAND

To determine the parking patterns of patrons in the study area, we evaluated the usage of most parking facilities located in the study area. An understanding of these parking patterns helped define both patron types and parking locations.

Occupancy data collected during the week of June 11th, 2018 was used in this analysis. Two counts, representing morning and afternoon activity, were taken during a weekday between the hours of 9:00 a.m. to 11 a.m. and 1:00 p.m. to 3:00 p.m. Parking demand typically decreases after 3:00 p.m. as office employees begin to commute home. The observed peak parking occupancy count was recorded as the parking demand for each block. The peak hour was the highest total occupancy count; in this case, the afternoon count (1:00 p.m. to 3:00 p.m.) on a weekday.

Table 5 summarizes the observed occupancy rates during a weekday for private and public off-street parking and on-street parking for the overall study area.

Table 5: Weekday Peak Hour Parking Occupancy Summary (9 am – 11 am)

Type of Parking	Supply	Demand	Percent Occupied
Public Off-Street	8,406	3,487	41%
Private Off-Street	20,406	7,199	35%
On-Street	4,352	1,460	34%
Totals	**33,164**	**12,146**	**37%**

Source: The Consultant Team Consultants, 2018

The observed peak parking occupancy for the entire area was approximately 12,146 vehicles, or 37 percent of the overall supply. Generally, a parking occupancy rate of 85 percent is considered optimal. When occupancy levels are greater than 85 percent, parking is perceived as a problem.

Analyzing the data by district provides a more meaningful analysis of the data when assessing current parking conditions. The highest occupancy rates were recorded in the Century II District with occupancy at 57 percent of capacity and the Old Town District with occupancy at 56 percent of capacity.

Table 6 breaks down the occupancy rates by district and the type of parking.

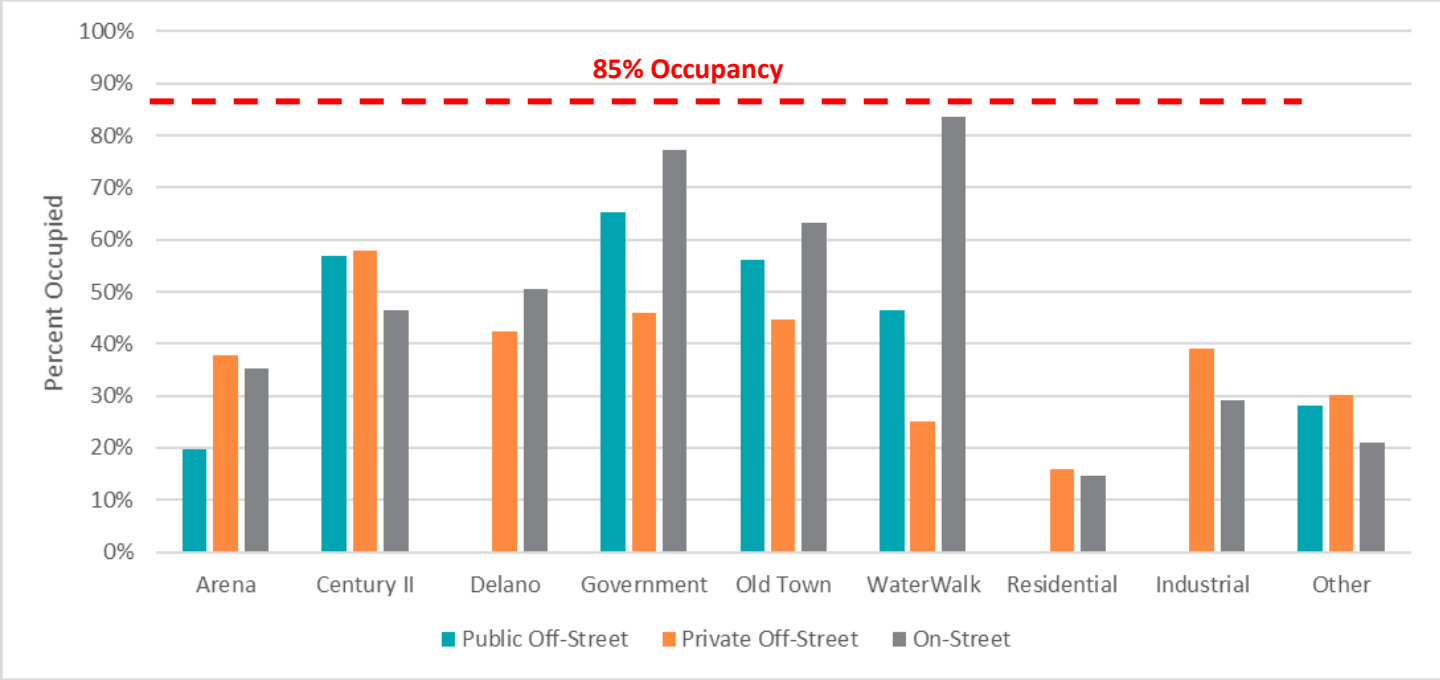
Table 6: Weekday Peak Hour Parking Occupancy Summary by Zone (9 am – 11 am)

Zone		Arena	Century II	Delano	Govt.	Old Town	Water Walk	Res.	Ind.	Other	Total
Public Off-Street	Supply	2,370	1,588	0	972	1,314	722	0	0	1,440	8,406
	Demand	470	903	0	635	737	336	0	0	406	3,487
	% Occupied	*20%*	*57%*	*0%*	*65%*	*56%*	*47%*	*0%*	*0%*	*28%*	*41%*
Private Off-Street	Supply	4,005	1,150	827	2,031	282	12	974	1,131	9,994	20,406
	Demand	1,518	665	350	934	126	3	155	443	3,005	7,199
	% Occupied	*38%*	*58%*	*42%*	*46%*	*45%*	*25%*	*16%*	*39%*	*30%*	*35%*
On-Street	Supply	773	207	358	224	346	67	916	279	1,182	4,352
	Demand	273	96	181	173	219	56	134	81	247	1,460
	% Occupied	*35%*	*46%*	*51%*	*77%*	*63%*	*84%*	*15%*	*29%*	*21%*	*34%*
Total	Supply	7,148	2,945	1,185	3,227	1,942	801	1,890	1,410	12,616	33,164
	Demand	2,261	1,664	531	1,742	1,082	395	289	524	3,658	12,146
	% Occupied	*32%*	*57%*	*45%*	*54%*	*56%*	*49%*	*15%*	*37%*	*29%*	*37%*

Source: The Consultant Team Consultants, 2018

The figure below depicts the current parking occupancy by district. For reference, we have included a line at the 85 percent occupancy rate. When demand exceeds this level of capacity, parking becomes more difficult to find and drivers must spend more time searching for the last few remaining spaces. The Consultant Team generally observed occupancy rates of less than 70% within each district or zone for all three categories of parking. However, in the Government district and on the Waterwalk block, on-street occupancy rates exceeded 70%.

Weekday Parking Occupancy by District (9 am – 11 am)



Note: There is no public off-street parking in the Delano District or on the blocks identified as residential.

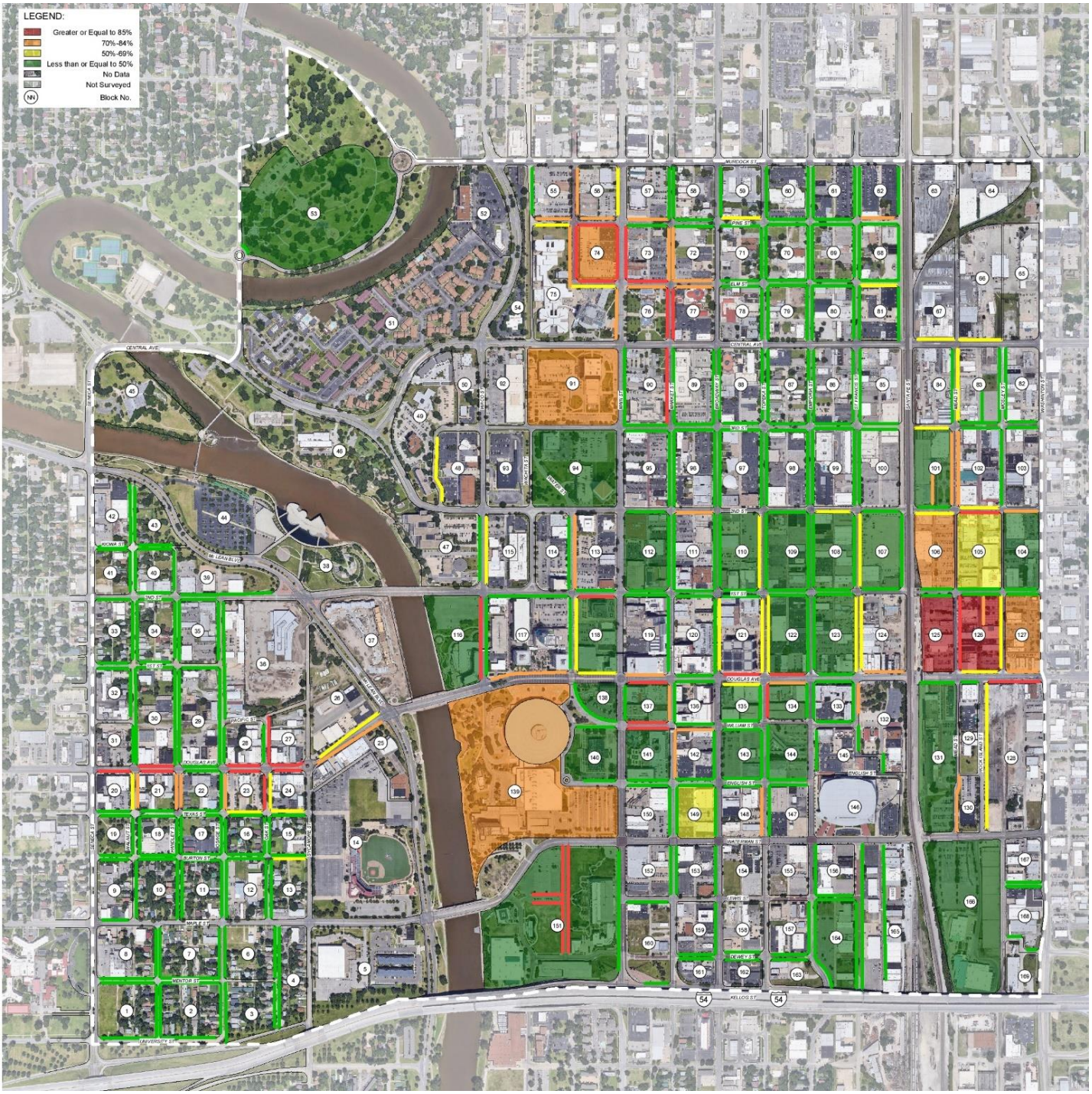
Source: The Consultant Team Consultants, 2018

While current occupancy rates, as a whole, do not indicate a shortage of parking, there are a few "hot spots" of activity where occupancy rates on a specific block or for a specific category of parking exceeded 85 percent of capacity. Hot spot areas included some of the blocks within the Government District, Old Town, and block faces along Douglas in Delano.

Based on our block-by-block analysis, approximately six blocks experienced on-street occupancy rates above the optimum utilization level during the peak hour. There were also four blocks were the private off-street parking occupancy was above 85 percent. These areas of increased activity were not limited to one specific district but were observed more often in the government district. A detailed breakdown of parking occupancy by block for each category of parking will be provided in an appendix.

The current weekday parking occupancy maps in **Error! Reference source not found.** and **Error! Reference source not fo und.** use color coding to show the current occupancy of the entire study area. Those blocks colored red are experiencing parking occupancy issues, with occupancy at or greater than 85 percent. When either no or limited parking alternatives exist within adjacent blocks, parking is an issue. The map below includes both on-street and off-street public facilities.

Current Parking Occupancy Map – Weekday Public (9 am – 11 am)

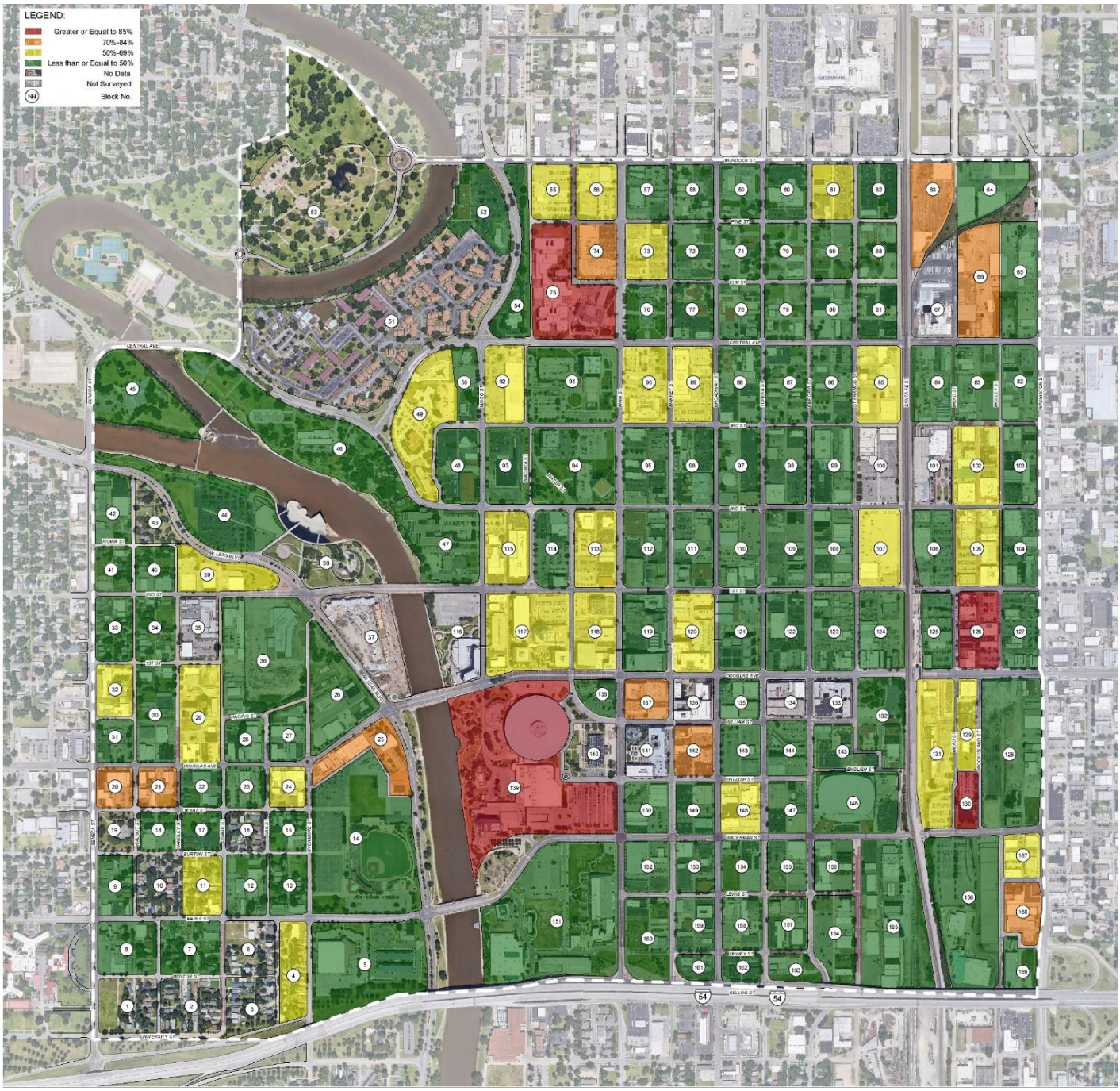


Source: The Consultant Team Consultants, 2018

Utilization patterns can be better seen when the data is viewed on a block-by-block or street-by-street level. The Consultant Team observed higher occupancy rates in Old Town during the peak hour, as well as the Delano and

Government district. The block with the Arena also displayed parking occupancy rate between 69 percent and 85 percent.

Current Parking Occupancy Map – Weekday Private (9 am – 11 am)



Source: The Consultant Team Consultants, 2018

Most of the 169 blocks in the study area had private parking facilities on block. On many of these blocks the private parking supply was less than 50 percent utilized; however, parking hot spots do exist.

Weekday Public off-street Parking Demand

The Consultant Team categorized public off-street parking as either a publicly owned or publicly available lot or garage. Publicly available facilities are generally privately-owned but available for use by the general public, typically for an hourly, daily, or monthly cost. Note, County-owned facilities open to the public, and that are not maintained by the City's Parking Fund, were included in the publicly available category. Similarly, the parking lot serving the transit center on Block 144 and the lot supporting the public park on Block 53 were considered publicly available.

Publicly owned facilities include any garage or lot managed by the City's Parking Fund. While some of the publicly owned parking facilities do not charge for parking, others do. Because there are two classifications of public off-street parking, The Consultant Team prepared a more in-depth analysis of the municipally owned parking.

There are over 8,400 public off-street parking spaces in the area, of which 5,468 spaces are located in facilities managed by the City's parking fund. Of these publicly owned spaces, 40% were occupied during the peak hour. Publicly available facilities were slightly more utilized during the peak hour, with a 44% occupancy rate observed during the afternoon survey. The table below summarizes the parking supply, demand, and occupancy rate for both publicly available and publicly owned parking facilities.

Table 7: Weekday Public Off-Street Parking Demand Summary

Type		Supply	Morning		Afternoon	
			Demand	Percent Occupied	Demand	Percent Occupied
Publicly-Owned (Parking Fund)	Paid	3,126	1,150	37%	1,075	34%
	No Charge	2,342	1,015	43%	1,132	48%
	Subtotal	***5,468***	***2,165***	***40%***	***2,207***	***40%***
Publicly-Available	Paid	2,124	1,102	52%	1,097	52%
	No Charge	814	194	24%	183	22%
	Subtotal	***2,938***	***1,296***	***44%***	***1,280***	***44%***
Total		**8,406**	**3,461**	**41%**	**3,487**	**41%**

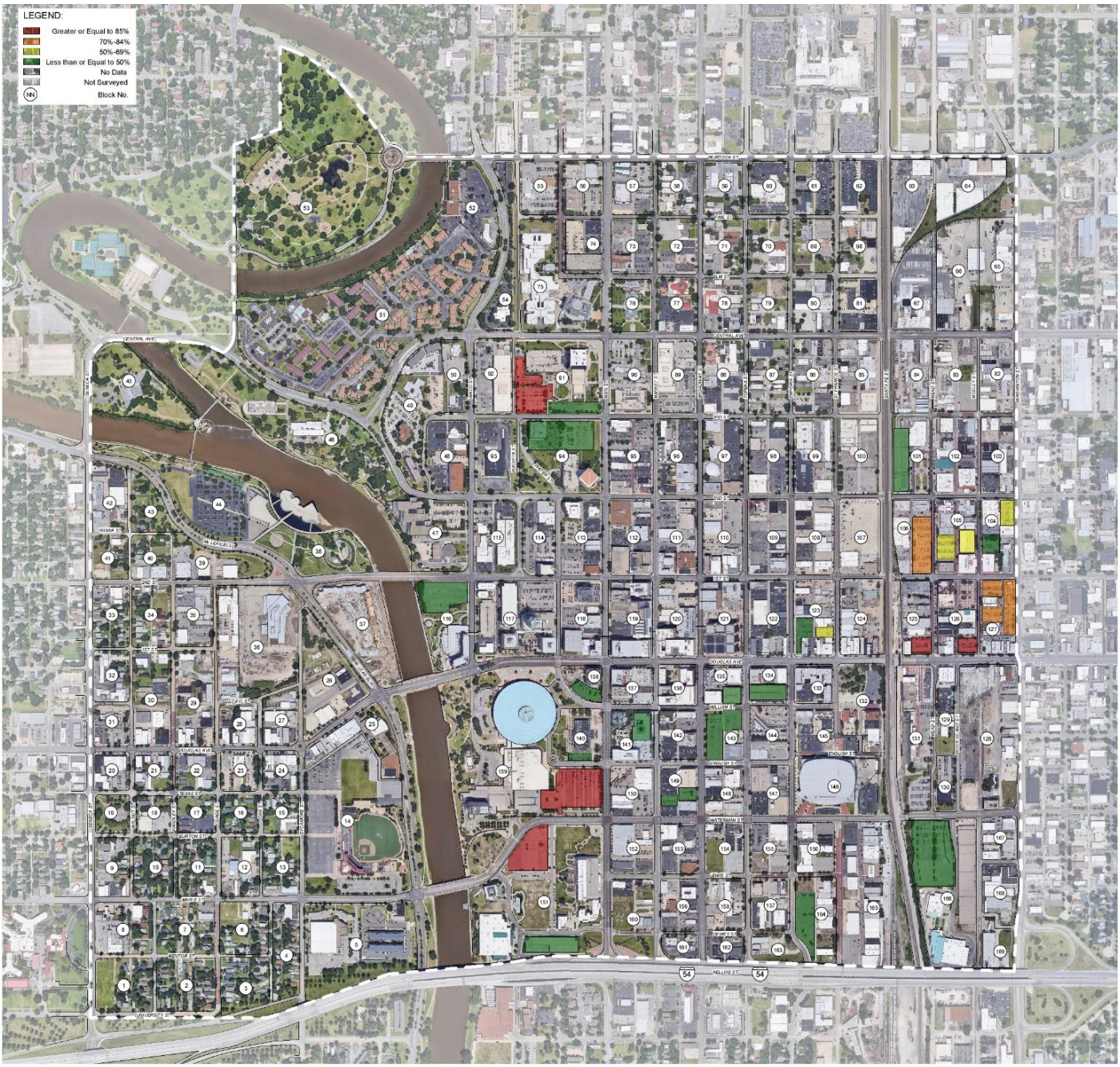
Source: The Consultant Team Consultants, 2018

In the publicly available facilities, those that charged for parking were more heavily utilized than the facilities that did not charge for parking. Three of the larger publicly available lots that did not charge for parking included the Central Riverside Park lot on Block 53, the Coleman lot on Block 107, the old train station lot on Block 131; these facilities may experience higher utilization at non-peak periods. Alternatively, they may simply be part of the surplus supply of parking in the downtown area.

However, the reverse was true for a subset of the publicly available facilities that are publicly owned, where those lots and garages that did not charge for parking experienced overall higher parking occupancy rates than those that did charge. The figure below illustrates the parking occupancy rates of the publicly owned facilities during the peak hour. Of

the more than 30 publicly owned parking facilities, approximately six experienced occupancy rates at or above 85% of capacity.

Weekday Publicly Owned Parking Occupancy



Source: The Consultant Team Consultants, 2018

It should be noted that there are no parking facilities managed by the Parking Fund in the Delano district. Additionally, many of the publicly owned facilities in the entire study area experienced occupancy rates of less than 50 percent during the peak hour.

Weekday Parking Adequacy

Parking adequacy is the ability of the parking supply to accommodate the parking demand. The peak hour demand (weekday 1:00 p.m. to 3:00p.m.) was subtracted from the effective supply to determine the adequacy for the study area. The overall parking adequacy for the study area, by type, is summarized in Table 8 below. As a whole, the current parking system has a surplus of approximately 18,503 spaces during peak occupancy.

Table 8: Weekday Parking Adequacy (Effective Surplus) Summary

Type of Parking	Effective Supply	Demand	Adequacy
Public Off-Street	7,592	3,492	4,100
Private Off-Street	19,357	7,194	12,163
On-Street	3,699	1,460	2,239
Totals	**30,649**	**12,146**	**18,503**

Source: The Consultant Team Consultants, 2018

To get a more meaningful picture of parking adequacy, we calculated the parking adequacy for each of the districts. This information is shown in Table 9.

Table 9: Weekday Parking Adequacy (Effective Surplus) Summary by Zone

Zone		Arena	Century II	Delano	Govt.	Old Town	Water Walk	Res.	Ind.	Other	Total
Public Off-Street	Effective Supply	2,160	1,429	0	875	1,183	650	0	0	1,296	7,592
	Demand	475	903	0	635	737	336	0	0	406	3,492
	Adequacy	1,685	526	0	240	446	314	0	0	890	4,100
Private Off-Street	Effective Supply	3,776	1,093	786	1,929	268	11	925	1,074	9,494	19,357
	Demand	1,513	665	350	934	126	3	155	443	3,005	7,194
	Adequacy	2,263	428	436	995	142	8	770	631	6,489	12,163
On-Street	Effective Supply	657	176	304	190	294	57	779	237	1,005	3,699
	Demand	273	96	181	173	219	56	134	81	247	1,460
	Adequacy	384	80	123	17	75	1	645	156	758	2,239
Total	Effective Supply	6,593	2,698	1,090	2,995	1,745	718	1,704	1,312	11,795	30,649
	Demand	2,261	1,664	531	1,742	1,082	395	289	524	3,658	12,146
	Adequacy	4,332	1,034	559	1,253	663	323	1,415	788	8,137	18,503

Source: The Consultant Team Consultants, 2018

Overall, there were no districts with parking deficits. While parking adequacy within each zone is sufficient, this does not mean there are not certain blocks or parking types within a block that do not experience parking near or above capacity.

Based on The Consultant Team's peak hour observations approximately six blocks experience a small parking deficit in at least one parking type. This shortage was more often observed with on-street parking, as visitors commonly prefer to park on-street, especially when it is free and more convenient to their destination.

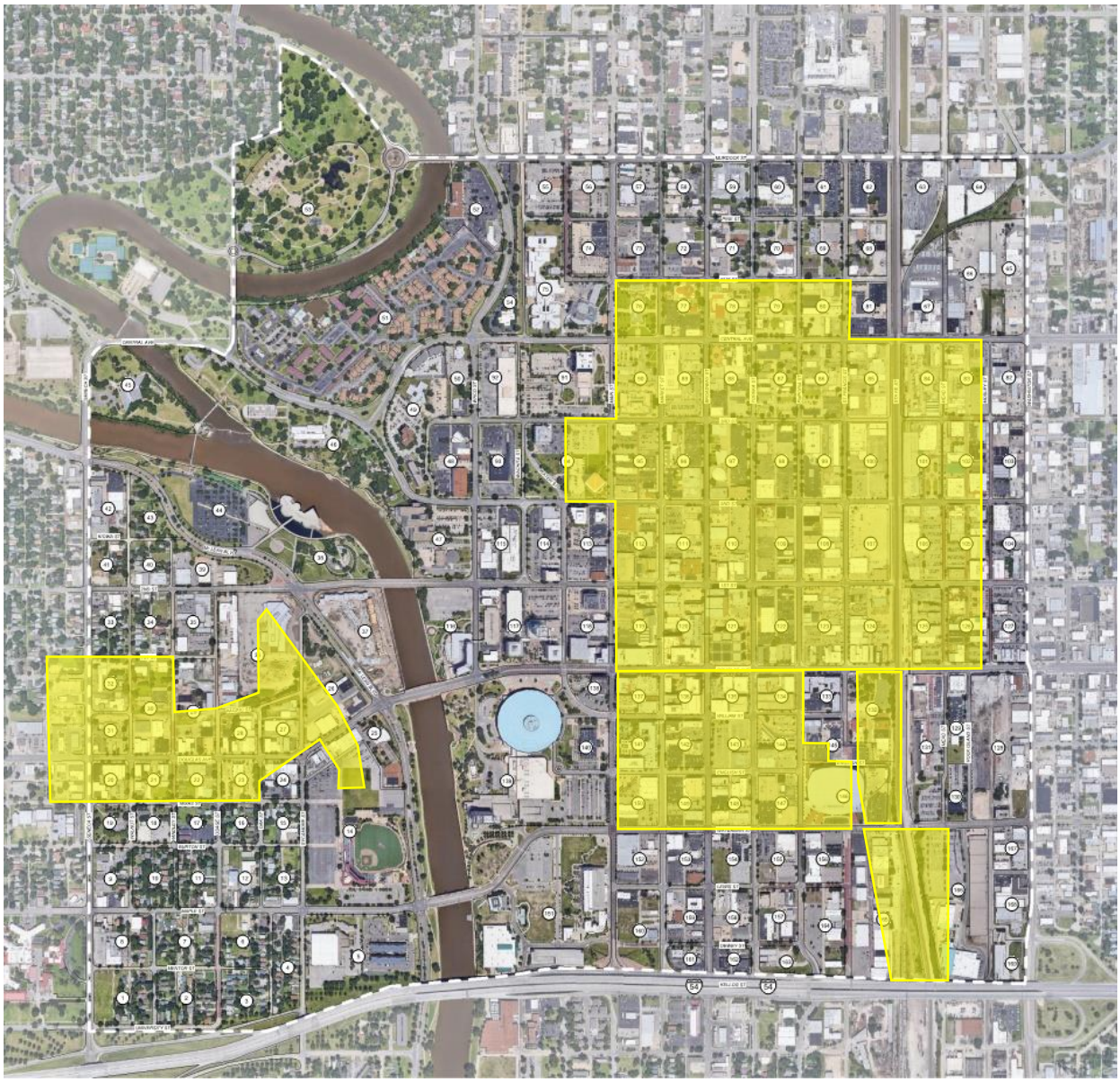
It is important to remember that The Consultant Team used the effective parking supply, not the total parking supply when determining a parking surplus or deficit. While additional spaces within the lot or on-street might be available, the garage or lot is perceived as full before it reaches capacity. For example, the Old Town Parking Garage on Block 105 contains 135 spaces, but its effective supply is only 90% of capacity or 122 spaces. Those last 13 spaces are available for use but are difficult to find and may result in delays and frustration on the part of the driver. Consequently, we typically recommend building a cushion of spaces to accommodate demand and to ensure that the parking system operates efficiently. It should be noted that the small shortages projected on the six blocks within the study area are all less than the "cushion" on that block.

SATURDAY CONDITIONS

PARKING DEMAND - SATURDAY

To determine the parking patterns of patrons in the study area on a Saturday, we evaluated the usage of parking facilities located on select blocks within the study area, including blocks in the Old Town, Delano, and Arena Districts. In total, 64 of the 169 blocks in the study area were surveyed during the Saturday field survey. A map of the surveyed blocks is shown below for reference.

Saturday Survey Study Area



Source: The Consultant Team Consultants, 2018

Occupancy data collected during Saturday, June 16th, 2018 was used in this analysis. The Consultant Team performed three counts were between the hours of 9:00 a.m. and 8:00 p.m. Peak parking occupancy was observed during the evening count (6:00 p.m. to 8:00 p.m.). The observed peak parking occupancy count was recorded as the parking demand for each block.

Table 10 summarizes the observed occupancy rates during a weekend for private and public off-street parking and on-street parking for the overall study area. Block-by-block occupancy data is provided in the deliverables.

Table 10: Saturday Peak Hour Parking Occupancy Summary (6 pm – 8 pm)

Type of Parking	Supply	Demand	Percent Occupied
Public Off-Street	4,202	923	22%
Private Off-Street	5,860	1,208	21%
On-Street	2,110	758	36%
Totals	**12,172**	**2,889**	**24%**

Source: The Consultant Team Consultants, 2018

Peak parking occupancy for the surveyed area was approximately 2,889 vehicles, which equates to an overall occupancy rate of 24 percent. On-street parking was slightly more utilized during the peak hour, with 36 percent of the available supply occupied, while both public and private off-street parking were slightly less occupied at the peak hour.

Like the weekday analysis, The Consultant Team also analyzed the occupancy rates by district/zone to present a more meaningful assessment of the data when judging current parking conditions. Our findings are summarized in Table 11. Note, the Saturday survey did not include blocks in the Century II, Government, or Waterwalk districts.

Table 11: Saturday Peak Hour Parking Occupancy Summary by Zone (6 pm – 8 pm)

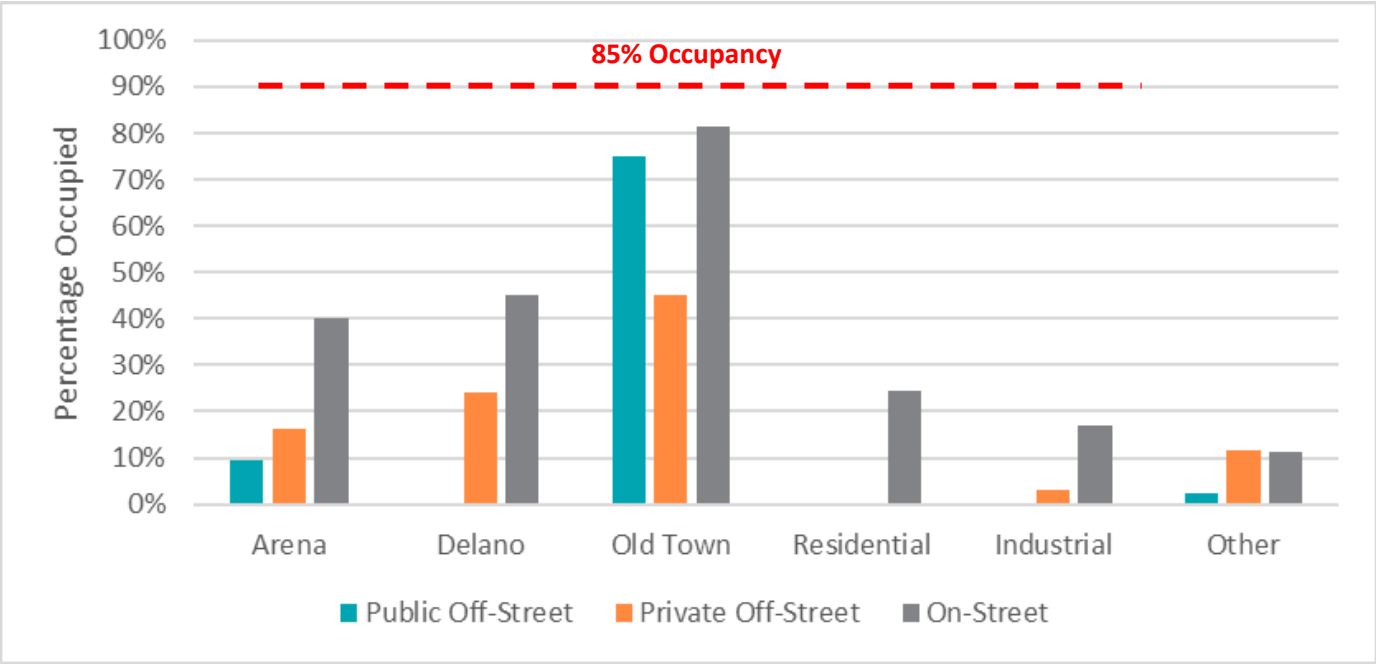
Zone		Arena	Century II	Delano	Govt.	Old Town	Water Walk	Res.	Ind.	Other	Total
Public Off-Street	Supply	2,200	0	0	0	1,314	0	0	0	688	4,202
	Demand	205	0	0	0	986	0	0	0	17	1,208
	% Occupied	*9%*	*0%*	*0%*	*0%*	*75%*	*0%*	*0%*	*0%*	*2%*	*29%*
Private Off-Street	Supply	1,522	0	827	0	282	0	20	274	2,935	5,860
	Demand	249	0	200	0	127	0	0	8	339	923
	% Occupied	*16%*	*0%*	*24%*	*0%*	*45%*	*0%*	*0%*	*3%*	*12%*	*16%*
On-Street	Supply	497	0	358	0	346	0	37	131	741	2,110
	Demand	200	0	162	0	282	0	9	22	83	758
	% Occupied	*40%*	*0%*	*45%*	*0%*	*82%*	*0%*	*24%*	*17%*	*11%*	*36%*
Total	Supply	4,219	0	1,185	0	1,942	0	57	405	4,364	12,172
	Demand	654	0	362	0	1,395	0	9	30	439	2,889
	% Occupied	*16%*	*0%*	*31%*	*0%*	*72%*	*0%*	*16%*	*7%*	*10%*	*24%*

Source: The Consultant Team Consultants, 2018

The nine-block area of Old Town, where numerous restaurants and entertainment venues are located, experienced the highest overall occupancy rate during the peak hour, with 72 percent of the supply utilized. On-street and public off-street parking were more highly utilized than the private off-street parking supply. In the other districts surveyed, parking rates across all three categories of parking were generally low during the peak hour.

The figure below graphically shows the current Saturday parking occupancy by district.

Saturday Parking Occupancy by District (6 pm – 8 pm)



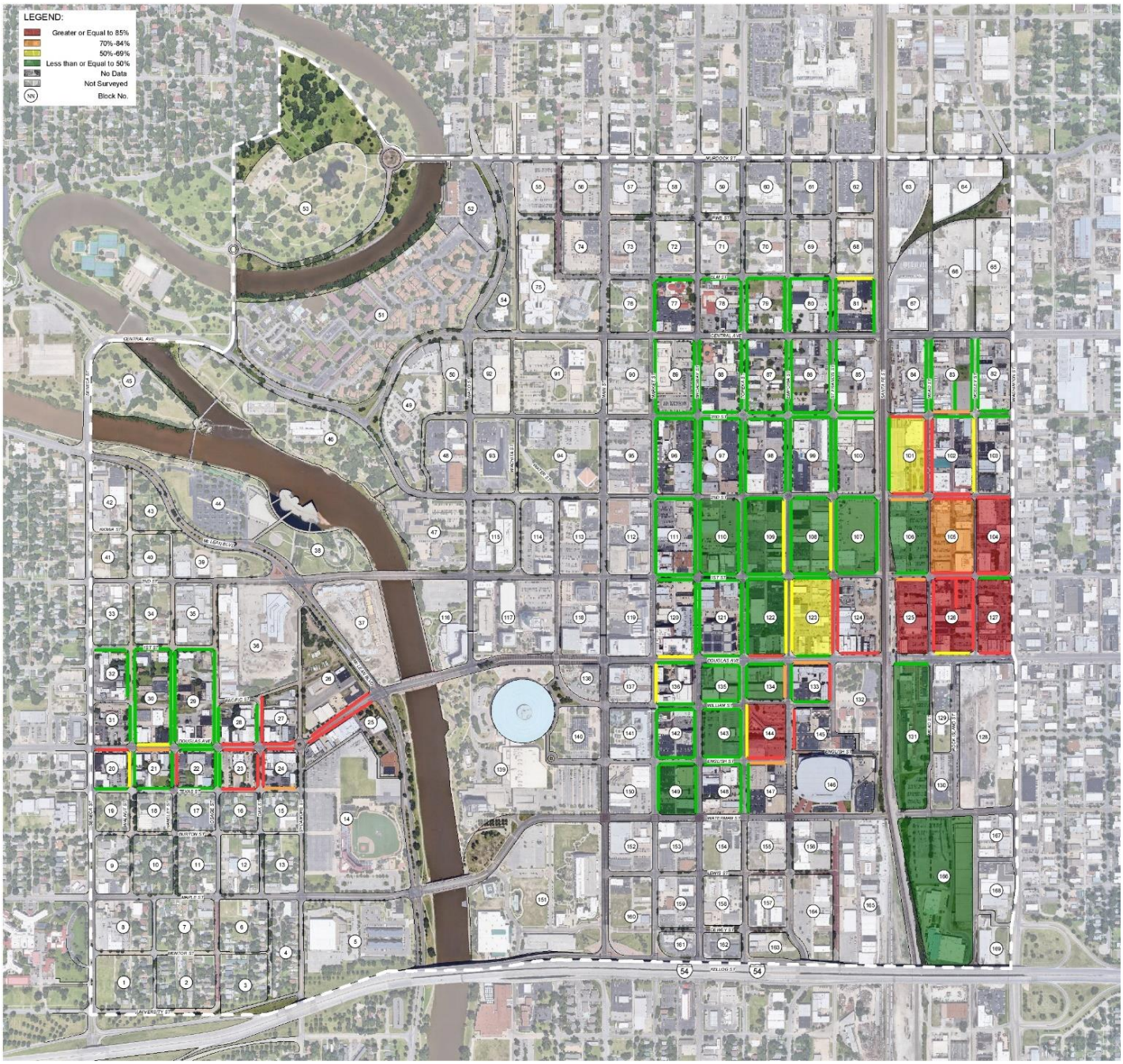
Note: There is no public off-street parking in the Delano District or the residential or industrial blocks. Also, no private off-street parking demand was observed on the residential blocks.

Source: The Consultant Team Consultants, 2018

While the overall and district occupancy rates do not suggest a system wide problem, it is important to note that parking "hot spots", or areas where the occupancy rate exceeded 85% of capacity, were observed in the downtown. However, as long as there are nearby blocks with a surplus of public parking, this observation does not necessarily mean parking is a major issue for that area.

The Current Saturday Parking Occupancy Maps in **Error! Reference source not found.** and **Error! Reference source not fo und.** use color coding to show the current occupancy on a block-by-block basis. Those blocks shared red are experiencing parking occupancy issues, with occupancy at or greater than 85 percent. When either no or limited parking alternatives exist within adjacent blocks to these "hot spots", parking is an issue.

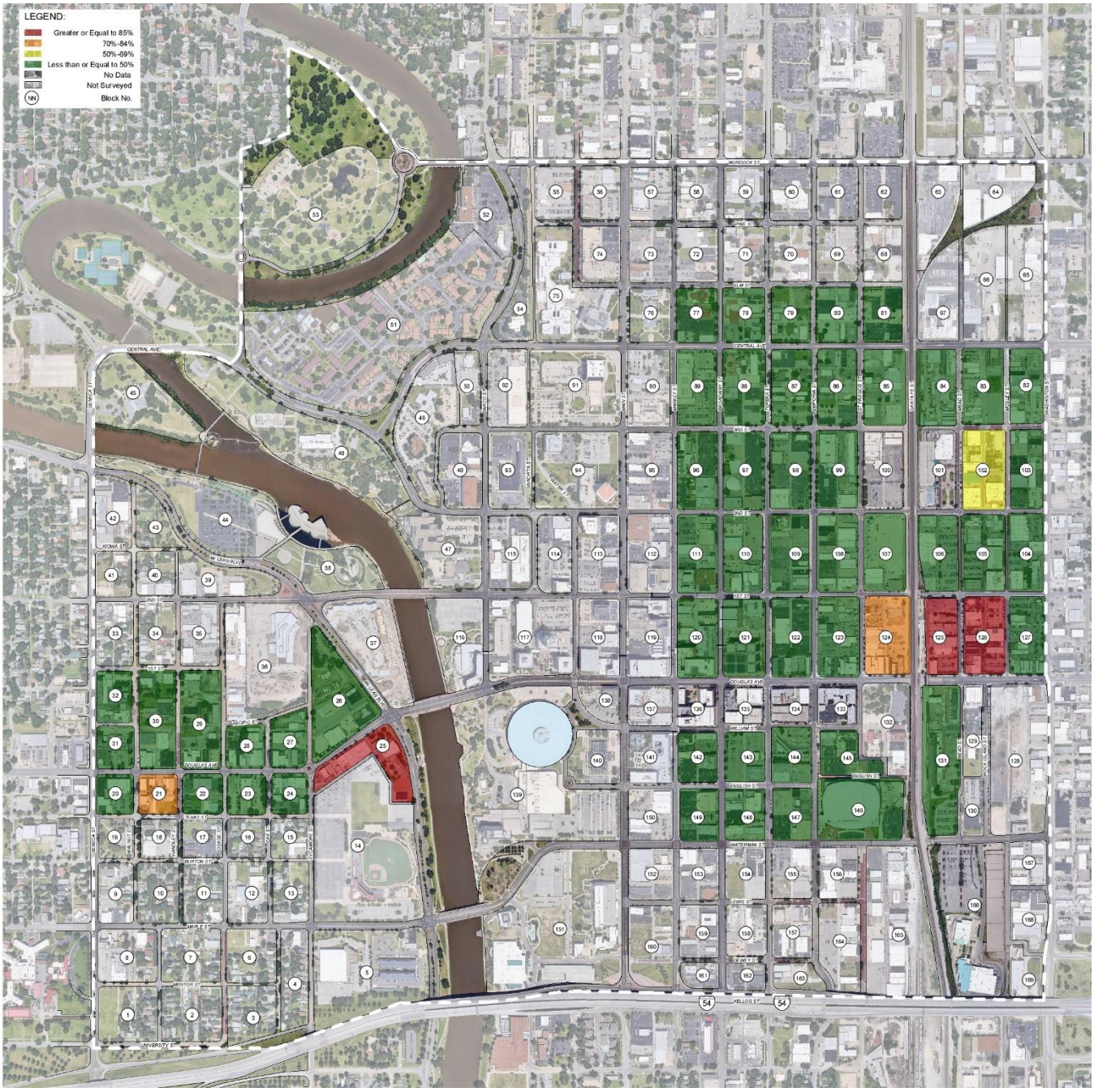
Current Parking Occupancy Map – Saturday Public



Source: The Consultant Team Consultants, 2018

Four of the nine blocks in the Old Town area experienced public parking occupancy rates greater than 85 percent of capacity. Similarly, many of the streets within the Old Town district experienced high utilization rates during the peak hour. However, the majority of blocks with on-street spaces were less than 50 percent occupied.

Current Parking Occupancy Map – Saturday Private



Source: The Consultant Team Consultants, 2018

During the Saturday peak hour, there were only a handful of blocks where private off-street occupancy rates were greater than 50 percent of capacity. These facilities were located in the Delano and Old Town districts.

Saturday Public Off-Street Parking Demand

Similar to the weekday analysis, The Consultant Team performed additional analysis on the public off-street parking supply. Within the 64 blocks surveyed by The Consultant Team during the Saturday survey, there were approximately 28 public off-street parking facilities, including both publicly available facilities and facilities managed by the City's parking fund. Again, The Consultant Team's sampling of public off-street parking facilities included lots and garages that both did and did not charged patrons.

Occupancy data from 19 lots and garages managed by the City's parking fund was recorded during our survey. During all three counts, publicly owned facilities that did not charge for parking were more utilized than those that did charge for parking. It should also be noted that more than half of the publicly owned lots that did not charge for parking were in the Old Town district; the public off-street occupancy rate was approximately 75 percent in this zone.

Preference for paid vs. no-charge parking in the nine publicly available facilities surveyed during the Saturday count varied throughout the day. However, utilization of these facilities in general was extremely low. During the peak hour, only six percent of the publicly available parking supply was occupied.

The table below summarizes the parking supply, demand, and occupancy rate for both publicly available and publicly owned parking facilities.

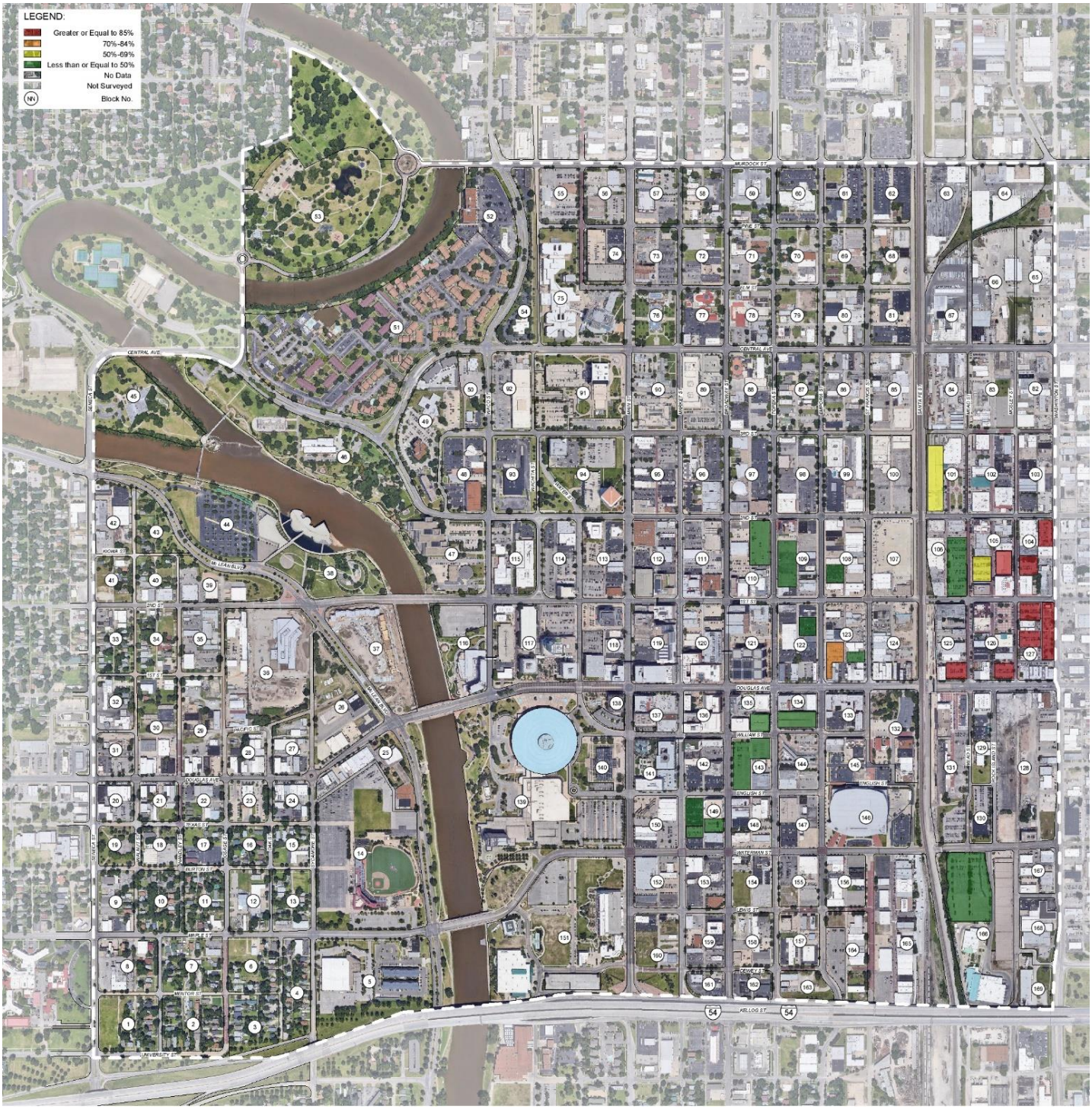
Table 12: Saturday Public Off-Street Parking Demand Summary

Type		Supply	Morning		Afternoon		Evening	
			Demand	Percent Occupied	Demand	Percent Occupied	Demand	Percent Occupied
Publicly-Owned (Parking Fund)	Paid	1,105	40	4%	89	8%	87	8%
	No Charge	2,064	525	25%	807	39%	1,057	51%
	Subtotal	***3,169***	***565***	***18%***	***896***	***28%***	***1,144***	***36%***
Publicly-Available	Paid	561	14	2%	20	4%	23	4%
	No Charge	472	8	2%	8	2%	41	9%
	Subtotal	***1,033***	***22***	***2%***	***28***	***3%***	***64***	***6%***
Total		**4,202**	**587**	**14%**	**924**	**22%**	**1,208**	**29%**

Source: The Consultant Team Consultants, 2018

The figure on the following page shows the occupancy rates of the individual publicly owned parking facilities surveyed during the peak hour on Saturday. In most of the facilities in Old Town, occupancy rates exceeded 85 percent of capacity. Elsewhere within the study area, occupancy rates at publicly owned facilities were less the 50 percent.

Saturday Publicly Owned Parking Occupancy



Source: The Consultant Team Consultants, 2018

Saturday Parking Adequacy

The Consultant Team also estimated the parking adequacy for weekend parking conditions. As previously discussed, a select number of blocks within the larger study area were surveyed during the Saturday count. Peak parking demand was observed during the evening count between 6 p.m. to 8 p.m. The peak demand was subtracted from the effective supply to determine the adequacy for the abridged study area. The overall parking adequacy for the study area, by type, is summarized in Table 13 below.

Table 13: Saturday Parking Adequacy Summary

Type of Parking	Effective Supply	Demand	Adequacy
Public Off-Street	3,782	923	2,859
Private Off-Stree	5,567	1,208	4,359
On-Street	1,794	758	1,036
Totals	**11,142**	**2,889**	**8,253**

Source: The Consultant Team Consultants, 2018

Within the 64-block study area surveyed, the parking system had a surplus of approximately 8,253 spaces during the peak hour.

We also calculated the parking adequacy for each of the districts to better understand parking patterns and conditions within each zone, as shown below in Table 14. The selected areas for Saturday did not include the Century II, Government, or WaterWalk Districts.

Table 14: Saturday Parking Adequacy Summary by Zone

Zone		Arena	Century II	Delano	Govt.	Old Town	Water Walk	Res.	Ind.	Other	Total
Public Off-Street	Effective Supply	1,980	0	0	0	1,183	0	0	0	619	3,782
	Demand	205	0	0	0	986	0	0	0	17	1,208
	Adequacy	1,775	0	0	0	197	0	0	0	602	2,574
Private Off-Street	Effective Supply	1,446	0	786	0	268	0	19	260	2,788	5,567
	Demand	249	0	200	0	127	0	0	8	339	923
	Adequacy	1,197	0	586	0	141	0	19	252	2,449	4,644
On-Street	Effective Supply	422	0	304	0	294	0	31	111	630	1,794
	Demand	200	0	162	0	282	0	9	22	83	758
	Adequacy	222	0	142	0	12	0	22	89	547	1,036
Total	Effective Supply	3,848	0	1,090	0	1,745	0	50	372	4,037	11,142
	Demand	654	0	362	0	1,395	0	9	30	439	2,889
	Adequacy	3,194	0	728	0	350	0	41	342	3,598	8,253

Source: The Consultant Team Consultants, 2018

Again, on a district-by-district basis, no parking deficits were experienced in any category of parking. While the overall adequacy of the parking system is sufficient to support current Saturday parking demand, this is not to say that parking "hot spots" on a particular block or for a certain category of parking don't exist.

The Consultant Team observed minor parking shortages on 12 of the blocks surveyed during the peak hour. The shortages were observed more frequently in the Old Town District as well as in the on-street parking category. In fact, all nine of the blocks in the Old Town District experienced small parking shortages in at least one category of parking. Small parking deficit on single blocks in the Delano and Arena districts were also projected during the peak hour on a Saturday.

APPENDICES

FOCUS GROUP MEETING NOTES

These notes represent responses recorded during the focus group sessions. Not all of the statements in the notes are representative of consensus or shared views by all of the participants. In some cases, there were different points of view. These notes are generally organized by topic area.

OLD TOWN FOCUS GROUP

1. Introduction
    a. Consultant team introduced the study and the purpose of the focus group meetings
2. What is working well?
    a. Public-private partnerships and parking district model, meeting participants indicated it may be the 1st of its kind in the country
        i. $7.50/stall/month = assessment for properties that do not provide the amount of parking required by the City-County zoning code
        ii. It helped preserve old buildings and the walkable design in Old Town
        iii. General indication that there is no appetite to charge or change structure
        iv. Free parking by patrons and visitors is really desired and charging for parking would make Old Town less competitive with other areas of the city
        v. What we have right now is working well
    b. No parking restrictions for most of district
        i. It's okay that employees park in close parking
        ii. Where do employees go? – not formally managed
        iii. There is not a location where businesses could direct their employees to park, that would not impact other Old Town businesses
    c. Old Town development
        i. Old Town is nearly fully developed
        ii. Additional development on City surface parking would trigger parking issue
        iii. Mom and pop shops can do well in Old Town
        iv. New developments like Cargill will attract other users
3. Need for improvement?
    a. Public does not realize that garages are free
    b. Hotel users park on lower level (though lease parking is on top)

   c. Some need for maintenance and infrastructure upgrades
      i. Signage and apps
         1. Need better information on where parking is available
      ii. Need to emphasize that garages are free
      iii. A place for 15-minute loading would be helpful
         1. Parking on sidewalks generally works well in Old Town
   d. The next step will be to build structured parking with mixed-use (i.e. office, retail, etc.) on the 1st floor
      i. Suggested locations include the lot near Airbus/WSU and the lot near the brewery
      ii. Although other technologies might also impact the need for additional structured parking (i.e. uber and different modes)
   e. Speeding on 1st and 2nd Streets is an issue, along with distracted driving
   f. Homeless issue is a challenge
   g. Parking enforcement is adequate – no changes needed
      i. 1-hour parking at the Eaton was a problem – need to make sure that time limits match the intended use
4. Vision for the Future
   a. Would like to see surface lots developed
   b. Uber/Lyft drop-off points
   c. This is working well in Old Town and should be recommended for Delano
5. Possible Priorities for the Plan
   a. Communicate how monies spent
   b. Address sustainability of fee
   c. Annual meeting
   d. Annual report
   e. Change fee assessment
   f. Billing language
   g. RT storage
6. Meter discussion
   a. Convenience would be huge
   b. Wichitans very cost-conscious
7. Parking District
   a. Has been expanded to 3rd and ½ block east of Washington
   b. Businesses south of Douglas are not in district
   c. West of railroad is Downtown
8. Parking management
   a. Some customers have trouble finding parking (change in customer interaction to direct to parking)
   b. Evening and weekend events are sometimes unknown
   c. Fridays at 11:30am
   d. Parking fund doing small things – this is important to communicate
   e. Old Town Association would be good avenue to share information
9. New Development
   a. Cargill garage = private until 6pm (weekends/evenings free)
   b. Union Station → need to do something to promote usage of new parking facilities with public access

DOUGLAS DESIGN DISTRICT FOCUS GROUP

1. Introduction
    a. Consultant team introduced the study and the purpose of the focus group meetings
2. General Comments - District in transition
    a. Traffic/car-focused (some businesses)
    b. Some businesses believe in more multimodal infrastructure
    c. Tried out street section plan (proposed) with paint = pedestrian build-outs, center median, fewer lanes, parking
    d. Looking forward to stakeholder workshop with project team for Douglas Avenue
3. What is working well?
    a. Q-Line reintroduced
        i. Douglas only people utilize this for events and special occasions
        ii. Needs consistent schedule/route to avoid confusion
    b. Bikeshare added to district
        i. Target College Hill
        ii. Needs bike lane infrastructure on Douglas
        iii. Parking – plenty of it
            1. But still issue with perceive safety
        iv. Angled parking along Douglas
            1. Washington to Hydraulic
            2. Community likes the design, except that angled parking seems dangerous
        v. Demand for parking not that great
4. Need for Improvement?
    a. Not much problem with parking capacity with a few exceptions = Clifton Square, coffeeshop (Reverie), bar/restaurant at edge of district
    b. Need options for zoning exemption for parking at certain parts of district
    c. *Recommend zoning change for parking reduction mechanisms
        i. Residential permit zone, zoning change
    d. Large district with lots of different uses and land context
    e. Douglas Design District established as 501c-3 but working to enable business improvement district – would be paid by tenant (allowed by state statute)
        i. Delano and other neighborhoods may look at this district to see success of BID model
        ii. SMID (downtown) = shared municipal Improvement District is good model - applicable by state to Downtown and must be contiguous district (no residential property exemption)
    f. Challenges to identify higher/better use for district
    g. Douglas seen as thorough-fare to service businesses
    h. Challenge that public parking is perceived as a private good – what is the greatest use for it?
    i. Challenging to design street to accommodate school buses on Douglas and at East High
5. Vision for the Future
    a. Transit rich street – free on Douglas and needs to keep growing
    b. Identifying the 10-year direction and how for the district
    c. Parking recommendations specific to the different districts
6. General Discussion
    a. ITC wants safety, line-of-sight, convenience
    b. Non-managed system working okay because no demand problem; leave as is for now?

c. Possibly some zoning challenges because some of CBD is in district
d. Utility infrastructure required for better access to pedestrians

DELANO NEIGHBORHOOD FOCUS GROUP

1. Introduction
    a. Consultant team introduced the study and the purpose of the focus group meetings
2. What is working well?
    a. Remote parking at Lawrence Dumont for events at Century II
        i. Need for more information
    b. Some in favor of parking payments
    c. Smart meters to demand-based pricing and time limits
    d. Customers to sustain operations of parking
    e. Delano funding = CID and TIFF
    f. Q-Line
    g. Bikeshare – Zagster, sort out stations
    h. East high school area
3. Need for Improvement?
    a. General Note – participants expressed the need to hold off on any priorities until the Delano area knows more about the catalyst site and ball field
    b. Maybe businesses can contribute for the parking
    c. Maybe pay parking is an option
        i. Need to look at new technologies for metered and pay parking
        ii. Rates should be tied to use
        iii. Could be support for that approach but not sure
        iv. Need to make it reasonable
        v. Maybe another option is to by a pass and park until it runs out
        vi. Smart phone-enabled meter parking
        vii. Need parking that is reasonably priced
        viii. Dynamic parking might be an option
        ix. Communicate where parking monies are going
    d. Culture shy away from parking garages
        i. Safety concerns
        ii. Perception about costs to users

4. Vision for the Future
    a. Bike path along rail corridor
    b. Walkability is important and allows parking to be further away
    c. Construction at Naftzger Park → homeless increase in neighborhoods
    d. Activity centers created by narrow streets
    e. Delano as destination (continued)
    f. Tools for trip planning/places where you leave your car all day
5. Discussion
    a. 500-600 block use West Dumont for employee parking
    b. Do we need interim plan with enforcement?

c. Educational component needed and incentives for any policy changes
d. Promotions with Q-Line and bikeshare
e. Pilot projects for technology and parking limits
f. Options for different demographics
g. Option to extend Q-Line to the west (to Meridian)
h. Neighborhood generally positive view of Delano businesses
i. Don't criminalize parking behavior
j. The ballfield parking lot is really important to businesses and not having it could ruin businesses
k. Use technology to make the best use of parking, including promoting turn over/availability
l. Integrate parking with the bike path
m. Delano is diverse and may not have a consistent vision and approach yet
n. Autonomous vehicles can also be a big impact for future approaches

WICHITA STATE UNIVERSITY FOCUS GROUP

1. Introduction
    a. Consultant team introduced the study and the purpose of the focus group meetings
2. Campus
    a. General
        i. Four satellite campuses = Old Town, WSU Tech (merger with WTC), WSU South, and WSU West
        ii. Wichita Transit – connect all 5 campuses starting in January
        iii. Shocker connection to Q-Line in 2019
            1. 5-minute ride to Q-Line connection
        iv. WSU continues to evaluate bus options for students and on the campus
        v. Bike share is anticipated to come to the campus (approximately 2 stations) any time
        vi. Using Nuepark – enforcement software
        vii. Some 2-hr parking for retail
        viii. Demand for diverse transportation options may increase as WSU attracts more out-of-state students
        ix. 3-5 years out for projects to improve bicycle connectivity to Downtown
        x. Parking enforcement
            1. If recipient appeals, then can take quiz
            2. $5 appeal costs
    b. NuPark equipment and software - by Passport
    c. Wichita Transit starts increased frequency of service January
    d. Zip cars being used
    e. Transit passes for students will be paid for in 2019 through parking fund; all students will get pass
    f. Overspill of parking into neighborhood for those who do not want to pay, no complaints
        i. However, a residential parking permit system for areas around the campus could be beneficial

NEIGHBORHOOD ASSOCIATION FOCUS GROUP

The neighborhood association meeting was more of a general discussion about relevant parking and transportation topics. The following areas were covered:

1. Concerns about developers and residents fairly sharing parking resources
2. Need for transit and parking app
3. Opportunities for shared parking arrangements, e.g. with schools and churches
4. Need for collectors/ park-and-rides for Q-Line
5. Church parking
6. NextDoor/Facebook to communicate changes- communication across multiple platforms is key
7. Less parking/more city (from Mexico City)
8. Kansas is flat = you can ride your bike (positive spin)
9. Strategic innovation, redo streets to be more multimodal
10. Fairmont neighborhood
    a. Students impact area
    b. Students trying to avoid paying for campus permit
    c. Would like to reinforce existing parking rules
        i. Supposed to be 8' from driveways
        ii. No parking on one side of street or certain narrow streets
            1. Petition process to eliminate parking on one side of street (too narrow for parking on both sides and fire access)
        iii. Police will respond to parking complaints

    *Check with Scott – is this parking fund responsibility or WSU and police?

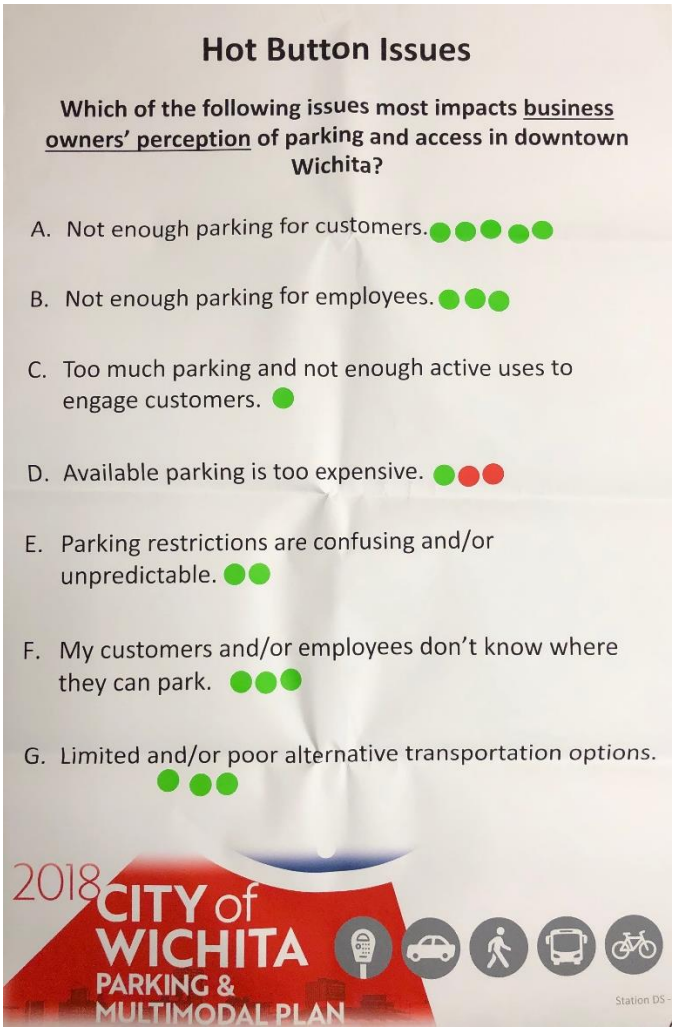
13. Technology
    a. Excited about scooters
    b. Bike infrastructure
    c. Denser development/modes, zones
    d. Costly parking (people should bear the cost)
    e. Paid parking okay
        i. But confusing to figure out how to pay and if the location is pay parking
        ii. Many competing apps
        iii. Q-Line and Uber/Lyft are options
14. Slogan = Wichita Time to Grow Up
15. General Discussion
    a. ADA pay parking (not in Wichita)
    b. Sidewalk and streetscape issues – in need of repairs
        i. Public Works will repair at $200/sq ft, but grants for income-qualified
    c. Signage and information systems to show where parking is available
    d. Not all garage entries easy to find
    e. Some garages closed at night
    f. App for all options
    g. Transit frequency is inconsistent
    h. Make sure development planning is respectful of residential-scale neighborhoods

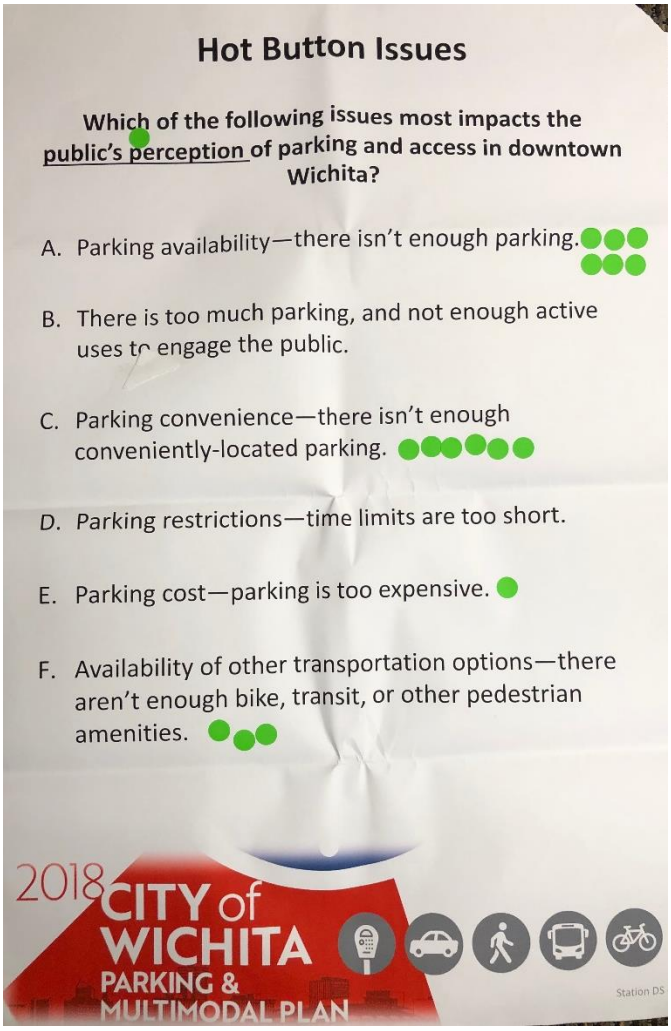
DOWNTOWN STAKEHOLDER FOCUS GROUP

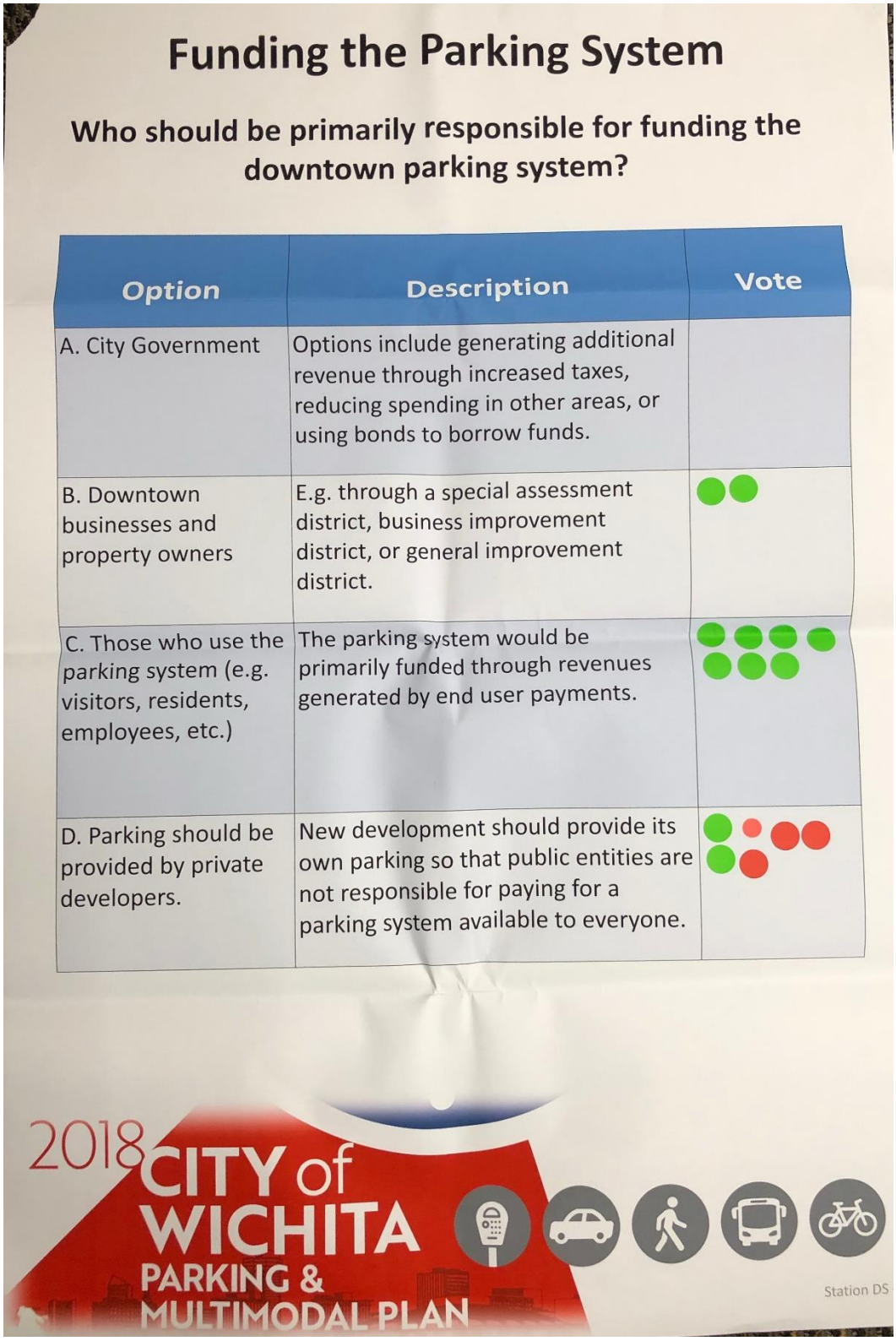
1. Perception is key = people fear garage parking, don't really like to walk
2. Members of the public don't know where to park
3. Arena area
    a. 2-hour time limits in arena district → these are not enforced (and only needed for time limits)
    b. Used to have a parking at the stadium that that worked pretty well
4. Lack of information
5. Issues with public asset management – management so poor that companies want to own their own facilities
6. Garages need to be cleaner and better lit
7. Dynamic pricing should be employed based on demand
8. Public parking in downtown can be worked out and managed well – it just hasn't been done well yet
9. Policy is encouraging employees to take up most convenient parking
10. Employers who are coming downtown have very suburban mindset
11. Funding
    a. Pricing needs to reflect convenience and demand
    b. Interest in demand-based pricing
    c. Wichita undergoing transition – companies deciding to stay downtown versus moving
    d. Need consistency on how parking is managed
    e. Old Town model was based on fear that paid parking will cause business loss
    f. *TIFF funding currently offered to private businesses to build spaces
12. Multimodal
    a. Real-time information displays
    b. Limited support for enabling programs – since baseline service has been inconsistent
    c. Need to focus on baseline service/reliable funding source for transit and other multimodal assets before adding service or making technology changes

DOWNTOWN STAKEHOLDER VOTING BOARD ACTIVITY

Participants were asked to place their votes on various hot button issues and policy options. The following pictures show the voting set-up process and the voting results. Green stickers represented high support, orange stickers represented some support, and red stickers represented no support.







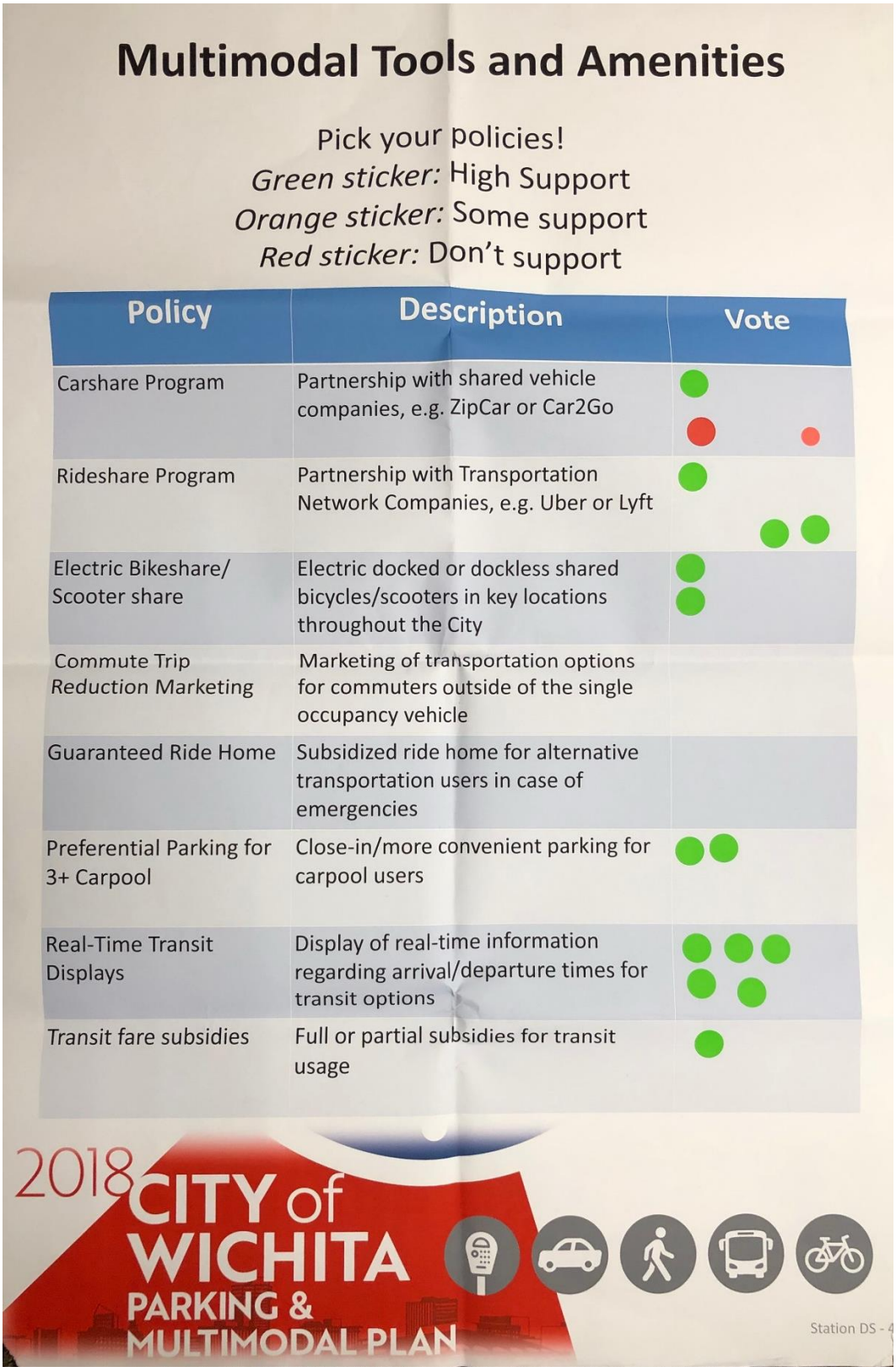
Funding the Parking System

Who should be primarily responsible for funding the downtown parking system?

Option	Description	Vote
A. City Government	Options include generating additional revenue through increased taxes, reducing spending in other areas, or using bonds to borrow funds.	
B. Downtown businesses and property owners	E.g. through a special assessment district, business improvement district, or general improvement district.	●●
C. Those who use the parking system (e.g. visitors, residents, employees, etc.)	The parking system would be primarily funded through revenues generated by end user payments.	●●●●●●●
D. Parking should be provided by private developers.	New development should provide its own parking so that public entities are not responsible for paying for a parking system available to everyone.	●●●●●

2018 CITY of WICHITA PARKING & MULTIMODAL PLAN

Station DS



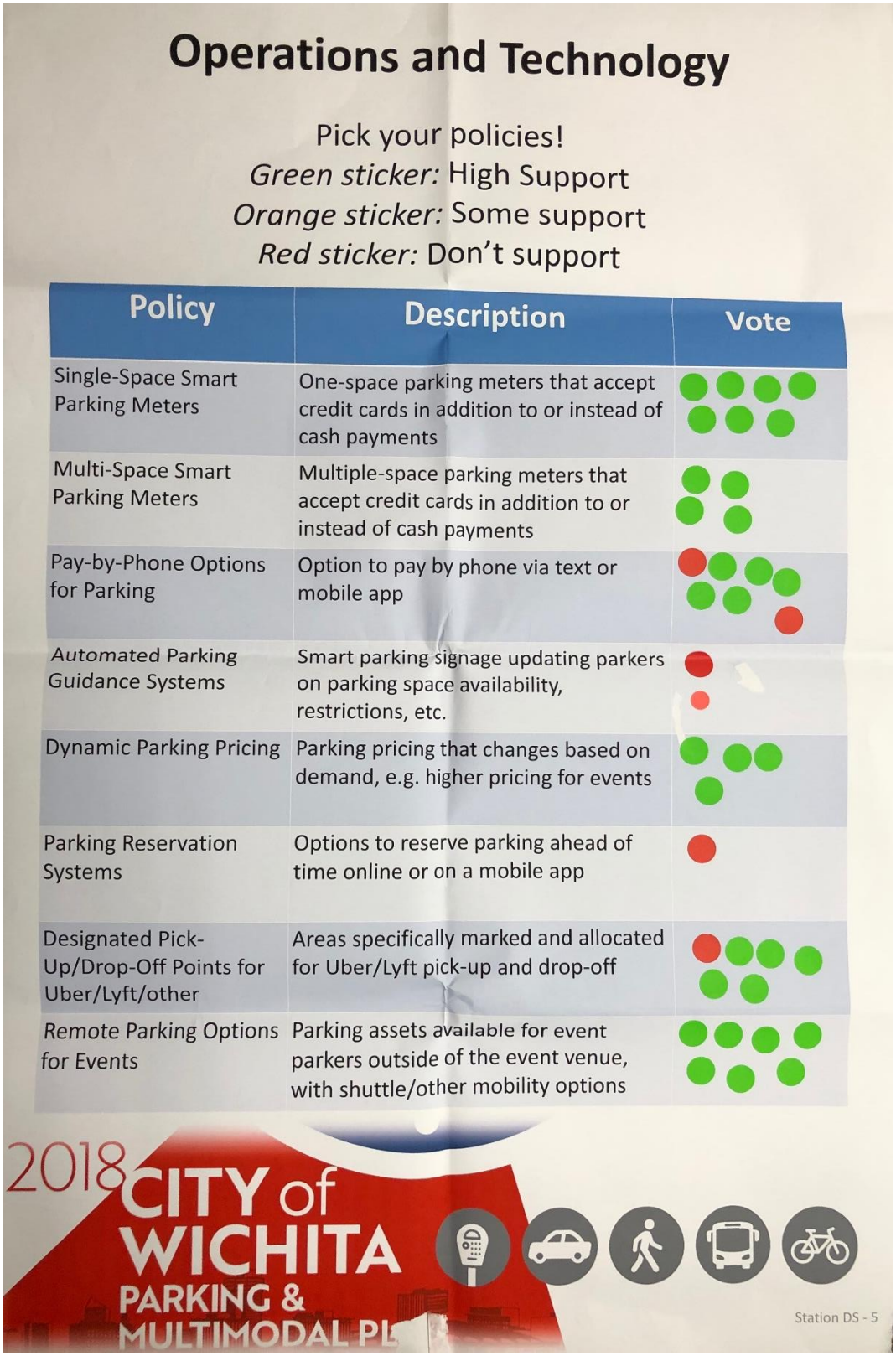
Multimodal Tools and Amenities

Pick your policies!
Green sticker: High Support
Orange sticker: Some support
Red sticker: Don't support

Policy	Description	Vote
Carshare Program	Partnership with shared vehicle companies, e.g. ZipCar or Car2Go	
Rideshare Program	Partnership with Transportation Network Companies, e.g. Uber or Lyft	
Electric Bikeshare/ Scooter share	Electric docked or dockless shared bicycles/scooters in key locations throughout the City	
Commute Trip *Reduction Marketing*	Marketing of transportation options for commuters outside of the single occupancy vehicle	
Guaranteed Ride Home	Subsidized ride home for alternative transportation users in case of emergencies	
Preferential Parking for 3+ Carpool	Close-in/more convenient parking for carpool users	
Real-Time Transit Displays	Display of real-time information regarding arrival/departure times for transit options	
Transit fare subsidies	Full or partial subsidies for transit usage	

2018 CITY of WICHITA PARKING & MULTIMODAL PLAN

Station DS - 4



Operations and Technology

Pick your policies!
Green sticker: High Support
Orange sticker: Some support
Red sticker: Don't support

Policy	Description	Vote
Single-Space Smart Parking Meters	One-space parking meters that accept credit cards in addition to or instead of cash payments	
Multi-Space Smart Parking Meters	Multiple-space parking meters that accept credit cards in addition to or instead of cash payments	
Pay-by-Phone Options for Parking	Option to pay by phone via text or mobile app	
Automated Parking Guidance Systems	Smart parking signage updating parkers on parking space availability, restrictions, etc.	
Dynamic Parking Pricing	Parking pricing that changes based on demand, e.g. higher pricing for events	
Parking Reservation Systems	Options to reserve parking ahead of time online or on a mobile app	
Designated Pick-Up/Drop-Off Points for Uber/Lyft/other	Areas specifically marked and allocated for Uber/Lyft pick-up and drop-off	
Remote Parking Options for Events	Parking assets available for event parkers outside of the event venue, with shuttle/other mobility options	

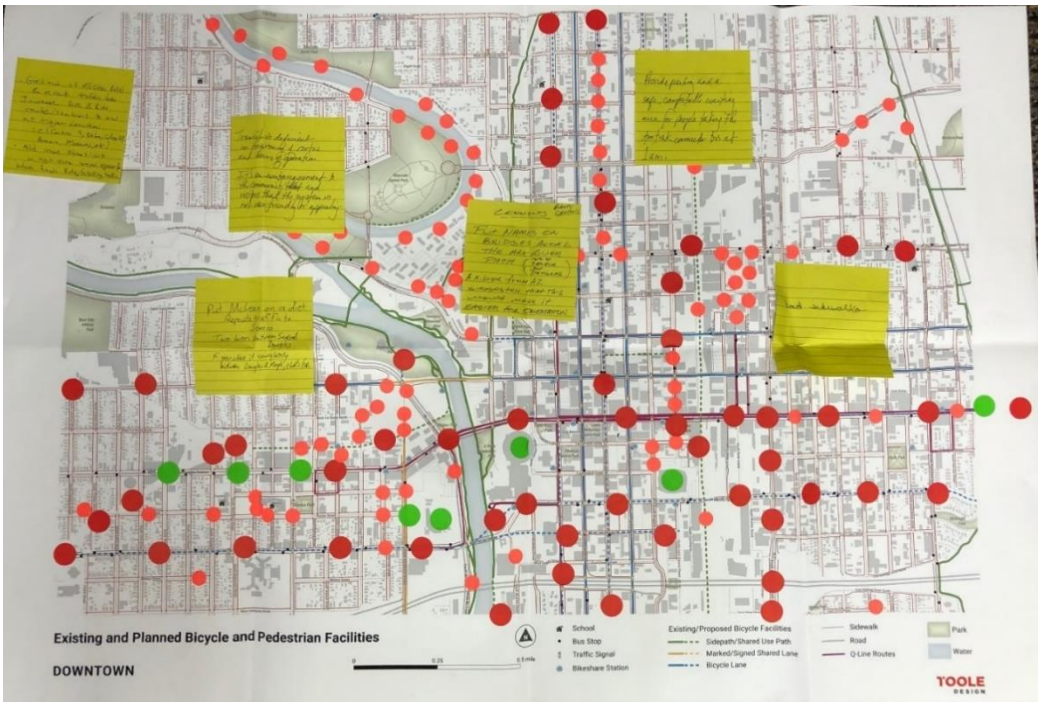
2018 CITY of WICHITA PARKING & MULTIMODAL PL

Station DS - 5

PUBLIC OPEN HOUSE NOTES

MULTI-MODAL CHALLENGES AND OPPORTUNITIES

At this station, participants were asked to place red stickers in areas where they desired bicycle facility improvements, orange stickers where they desired pedestrian facility improvements, and green stickers where they desired public transit improvements. Note that in some cases, patrons chose to place stickers in areas where improvements are already planned but not yet completed.

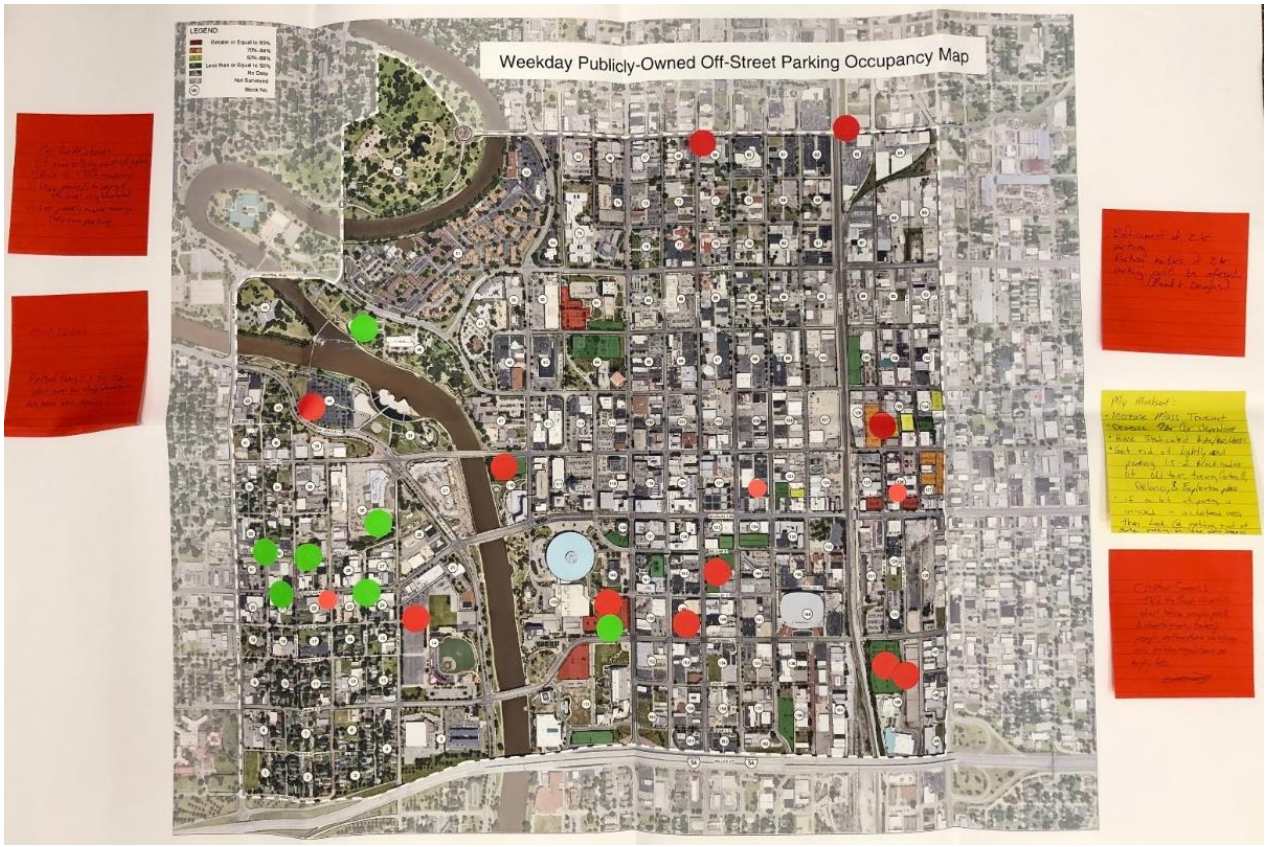


POST-IT NOTE COMMENTS

- "Get rid of McClean Blvd and reroute traffic lanes. Increase bus and bike routes/stations to and from major locations, i.e. Century 2, Delano, College Hill, Arena, Museums, etc. Add more streetlights in high crime areas, especially where high bike/walking traffic."
- "Put McClean on a diet. Reroute traffic to Seneca. Two lanes between Seneca and Douglas. If you close it completely between Douglas and Maple, that's fine."
- "Transit is deficient in frequency of routes and hours of operation. It's an embarrassment to the community and visitors that the system is not user-friendly or appealing."
- "Put names on bridges along the Ark River path (13th St Seneca, 1st Douglas). A rider from AZ suggested that this would make it easier for orientation."
- "Provide parking and a safe, comfortable waiting area for people taking the Amtrak connector bus at 1am."
- "Bad sidewalks."

PARKING CHALLENGES AND OPPORTUNITIES

At this station, participants were asked to place red stickers where they desired to see more active uses and fewer surface parking spaces, orange stickers where they desired increased turnover through policy changes/enforcement, and green stickers where they desired more parking.



Post-It Note Comments

- "1) Focus only on on-street parking. 2) Price to <85% occupancy. 3) Use proceeds to improve the local neighborhoods. 4) Let property owners manage their own parking."
- "More Q-Line. Pretend there's a big red dot over the whole downtown. We need more density."
- "Enforcement of 2-hour parking. Parking meters if 2-hour parking can't be enforced (Mead and Douglas)."
- "My mindset: increase mass transit; decrease car dependence; have dedicated bike/bus lanes; get rid of lightly used parking 1.5 - 2 block radius of Old Town, Arena, Century II, Delano, and Exploration place; if a lot of parking is unused in a clustered area then look at getting rid of getting rid of some parking on the busy streets."
- "Clifton Square: Talk to those churches about letting people park and donate more money to help people, rather than invoking silly parking regulations on empty lots."

COMMENT FORM REPONSES

Citizen 1

- Need to enforce two-hour parking or install meters
- Parking garage south of Douglas
- Add handicapped stalls to parking already in place
- On-street 2-hour parking needs to be enforced for all business in the area (Old Town)
- Q-Line needs to be advertised more for people to use. Need maps for the route

Citizen 2

- Increase sales tax. Educate citizens on new plan. Explain numerous benefits. Use other similar and even smaller cities as examples of what worked and its impact.
- Take a bus to every high school in Sedgwick County (or at least ICT) in September to teach every 9th grader how to use bus. Give all kids in 9th to 12th grade free passes. That is how you change a culture. Then when they graduate high school, they will be more likely to use the bus because they are educated.
- Have dedicated bus lanes and bike only paths, even over roads

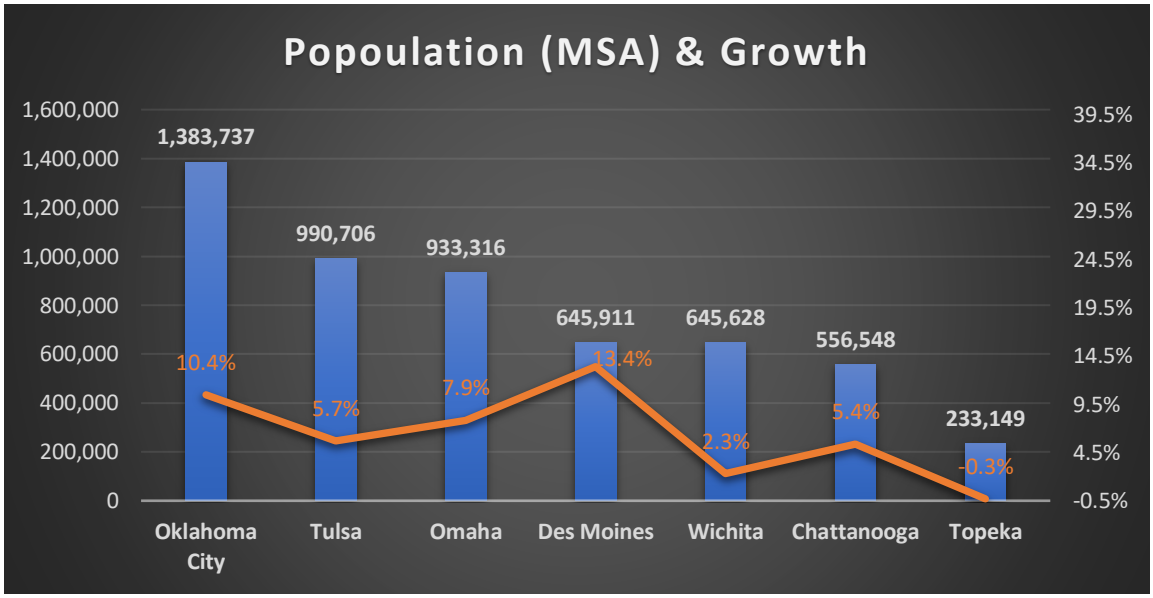
Citizen 3

- Hoping these plans will also pertain to the Douglas Design District. Well done!

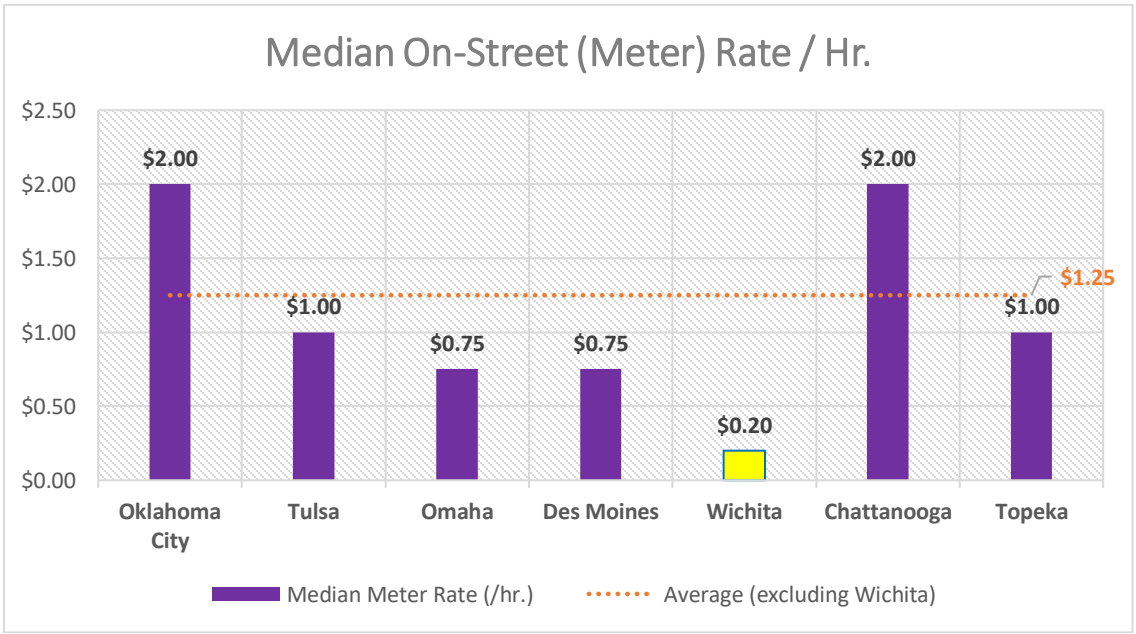
PRICING STRATEGY – PEER CITY REVIEW

Peer cities were selected based on the city's 2010 Transit Plan, which identified the following aspirational peers: Chattanooga, TN, Des Moines, IA, Topeka KS, Omaha, NE, Toledo, OH, and Tulsa, OK. Based on current demographic and economic data, these cities also make sense as parking and multimodal system peers for this Plan.

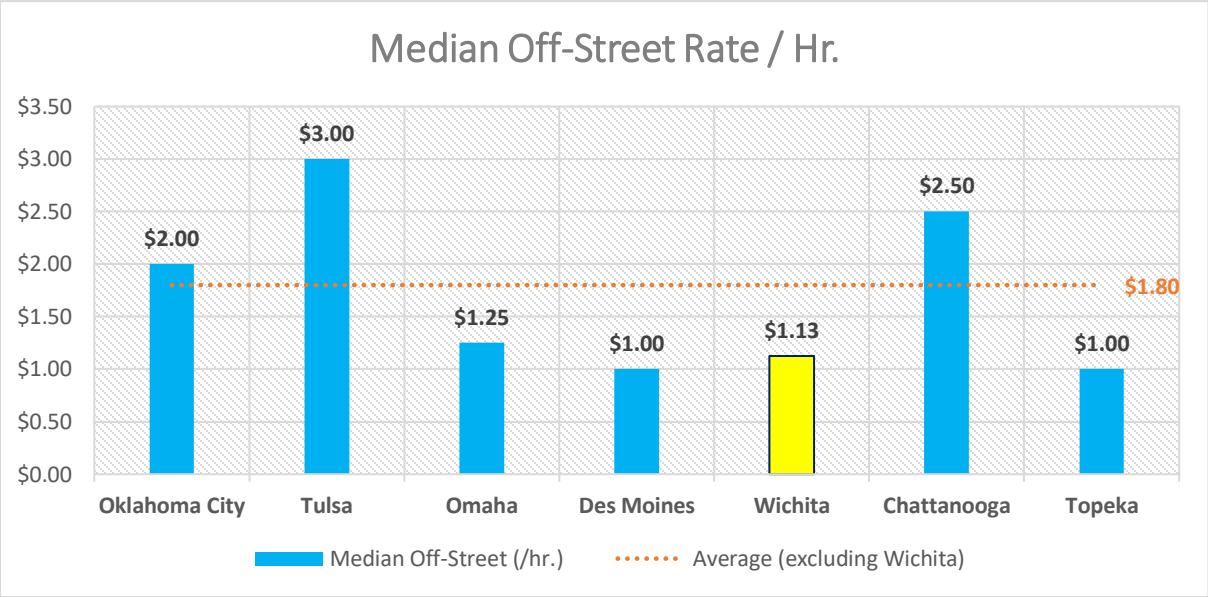
Peer City Population and 2018 Growth



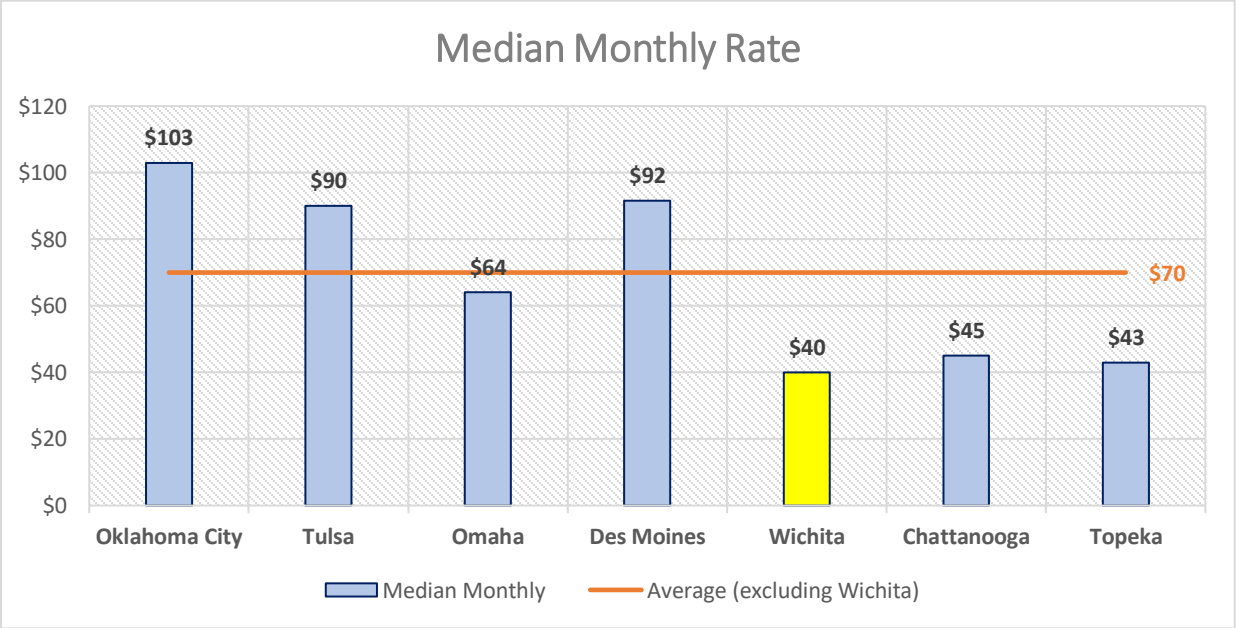
Peer City Median On-Street Rates



Peer City Median Off-Street Rates



Peer City Median Monthly Rates



Peer City Additional Public Parking Information

City	State	MSA Population	Growth since 2010	Public On-Street Low	Median	High	Enforced	Website
Oklahoma City	OK	1,383,737	10.44%	$2.00 / hr.	$2.00 / hr.	$2.00 / hr.	8 am - 6 pm weekdays	http://parkingokc.com/
Tulsa	OK	990,706	5.68%	$1.00 / hr.	$1.00 / hr.	$1.00 / hr.	8 am - 5 pm weekdays	https://www.cityoftulsa.org/residents/arts-recreation/downtown-tulsa/downtown-parking/
Omaha	NB	933,316	7.85%	$0.50 / hr.	$0.75 / hr.	$1.25 / hr.	9 am - 9 pm Mon. through Sat.	https://parkomaha.com/
Des Moines	IA	645,911	13.39%	$0.25 / hr.	$0.75 / hr.	$1.25 / hr.	9 am - 9 pm Mon. through Sat.	http://www.parkdowntowndesmoines.org/
Wichita	KS	645,628	2.33%	$0.25 / 2 hrs.	$0.20 / hr.	$0.25 / hr.	8 am - 5 pm weekdays (2)	https://www.wichita.gov/Parking/Pages/Downtown.aspx
Chattanooga	TN	556,548	5.38%	$1.00 / hr.	$2.00 / hr.	$3.00 / hr.	8 am - 6 pm Mon. through Sat.	http://www.chattanoogaparking.org/
Topeka	KS	233,149	−0.31%	$0.50 / hr.	$1.00 / hr.	$1.00 / hr.	8 am - 5 pm weekdays	https://www.topeka.org/parking/
Average (excluding Wichita)		790,561	8.55%	$0.88 / hr.	$1.25 / hr.	$1.58 /hr.	varies	

City	State	MSA Population	Growth since 2010	Public Off-Street Hourly	Daily	Event	Monthly	Notes
Oklahoma City	OK	1,383,737	10.44%	$2.00 / hr.	$10 / day	$10.00	$91 - $115	Five public garages, three public lots, and approximately 1,500 meters in the downtown. Meters are pay-by-plate with a 2-hr maximum.
Tulsa	OK	990,706	5.68%	$1 - $5 / hr.	$2 - $15 / day	varies	~ $90 avg. (1)	Pay-by-plate with on-street and off-street kiosks; on-street parking is 2-hr; ParkTulsa Mobil App
Omaha	NB	933,316	7.85%	$0.50 - $2.00 / hr.	$10 / day	varies	$45 - $83	Credit card smart meters with 1-, 2-, 3-, 4-, and 10-hr time limits by zone. Pay-by-phone and pay on-line options also available; citations can be paid on line
Des Moines	IA	645,911	13.39%	$1.00 / hr.	$10 / day	$5.00 - $10.00	$63 (park and ride) - $120 (downtown)	3,500 IPS metered parking spot, most accept City of Des Moines Smartcard, plus credit cards and cash
Wichita	KS	645,628	2.33%	$0.25 - $2.00 / hr.	$2 -$8 / day	varies	$40 (3)	Approx. 3,520 on-street spaces and approximately 9,000 of-street spaces. Meters are coin operated accepting nickels, dimes, and quarters.
Chattanooga	TN	556,548	5.38%	$1 - $4 / hr.	$2 -$8 / day	varies	$25 - $65	2,100+ on-street smart meter spaces, 1,300+ spaces in three parking garages; 900+ spaces in surface parking lots. Wide range of pricing by zone. ParkMobil payment option.
Topeka	KS	233,149	−0.31%	$1.00 / hr.	n/a	varies	$18 - $68	1,700 metered spaces; 1-hr, 2-hr, and 10-hr zones; 3,253 off-street spaces in 7 garages; $44/mo. on-street permits also available for 10-hr meter zones
Average (excluding Wichita)		790,561	8.55%	$1.80 / hr.	$8 / day	varies	$70 / mo.	

1. Much of the downtown Tulsa off-street parking is privately managed with limited rate data available on-line. Rates are listed per on-line aggregators and operator websites
2. Wichita has a small number of 45 min meters that are $0.60/hr. to $1/hr. (depending on location); meters near Century II are enforced until 11 pm and on weekends.
3. Most Wichita public lots are generally cash-only (via lock boxes) with a flat rate of $2/day.

SAMPLE ORDINACE LANGUAGE

Sample ordinance language for the enforcement of parking meters and for fees and fines related to public parking is provided as a report Addendum (available online).

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CITY OF WICHITA
wichita.gov

2019 CITY of WICHITA PARKING & MULTIMODAL PLAN